

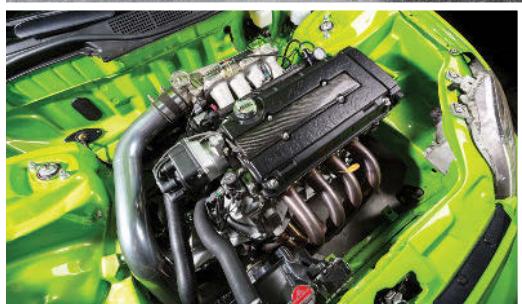
# HONDA TUNER



WWW.HONDATUNERMAG.COM | THE DEDICATED HONDA MAGAZINE | MAR/APR 15

# VERSION 2

LEGENDARY  
CIVIC HATCH  
GETS A NEW  
LEASE OF LIFE



**SLIDeways**  
**S2000**  
US HONDA DRIFT  
STAR TEARING IT UP

**AN EYE  
FOR DETAIL**  
THE SMALL THINGS  
MAKE THIS CIVIC

**LESS IS  
MORE**  
CLEAN AND  
SIMPLE INTEGRA

**NATURAL  
BEAUTY**  
N/A ROAD LEGAL  
TIME ATTACK FN2

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**ISSN** - 2049 4955



You can read all about Honda's F1 History in our first regular 'Honda History' instalment on page 82

Another issue of Honda Tuner and another instalment of awesome Honda goodness. I really love this time of year. We're coming out of the doom and gloom of winter and whilst the weather still, quite frankly, sucks. The sneak peaks and previews of the cars to come start to filter through and, as you'll see in this issue, the early completed versions come to the forefront for us to showcase and give the first looks of.

In this issue we have our cover car hatch that many of you will have seen in the past. The car has had a facelift from the version most of you will know. Whilst it was an unfortunate crash that spurred on this change, it's undoubtable that the result has given a well deserved silver lining to the unpleasant circumstance. Of course an issue of Honda Tuner wouldn't be complete with just one car, so we also have a host of great cars to accompany.

Notably Vibrant Performance, who when not building kick ass car parts, virtually single handedly fly the Honda flag in the world of competitive drifting. The refresh of their well known S2000 drift car will be another first look for many. In this instance we took it one step further and didn't photograph the car on its maiden voyage, but in fact completed the shoot before the car was even let out of the compound in which it was created.

As we rattle through the features, its about this point in the magazine that you will see our mega event coverage roundup as we showcase the best of the best from 2014. Breaking the event coverage into three geographic locations, instead of three events (as there are simply too many to chose from!) we prepare to show you the best each area has to offer. Starting with the UK, it's undoubtable that 2014

was the biggest and best year yet for this part of the world and with more events, better builds and a continuing passion, 2015 is going to be massive. Of course the US market has always been big in the Honda community, pioneering most of the fashions we all enjoy and of course building some of the most legendary cars. We have a roundup of 2014 from the US and if ever you needed some inspiration for your 2015 build, look no further! The biggest emerging community is definitely within the EU. Year on year we get more and more invitations to events and see more and more great builds coming this way. Getting our 'most improved' award, we expect big things for 2015 and will showcasing more.

Of course we'd feel a little left out if we hadn't been showcasing some of our own work amidst the great builds about to be unveiled for 2015 and of course the ones that got us the most inspired in 2014. Not only have we been stock piling loads of parts for our S2000 (which we'll have to showcase through the next couple of issues I'm afraid) we also, at long last, made the decision on our wheels and tyres. You can see what we came up with in the tech section toward the back of the mag. We also have a new 'Honda History' section that will appear at the back of this issue and every issue as a regular feature. We're pretty proud of it.

If you look to the left, you'll see a host of new people working on Honda Tuner. Project Viva are now in charge of the mag and promise to help it grow. Of course I'm still here at the helm hand picking the best Hondas in the world. Its an exciting time.

Until next time...

Will - Editor; Honda Tuner Magazine  
[will@hondatunermag.com](mailto:will@hondatunermag.com)



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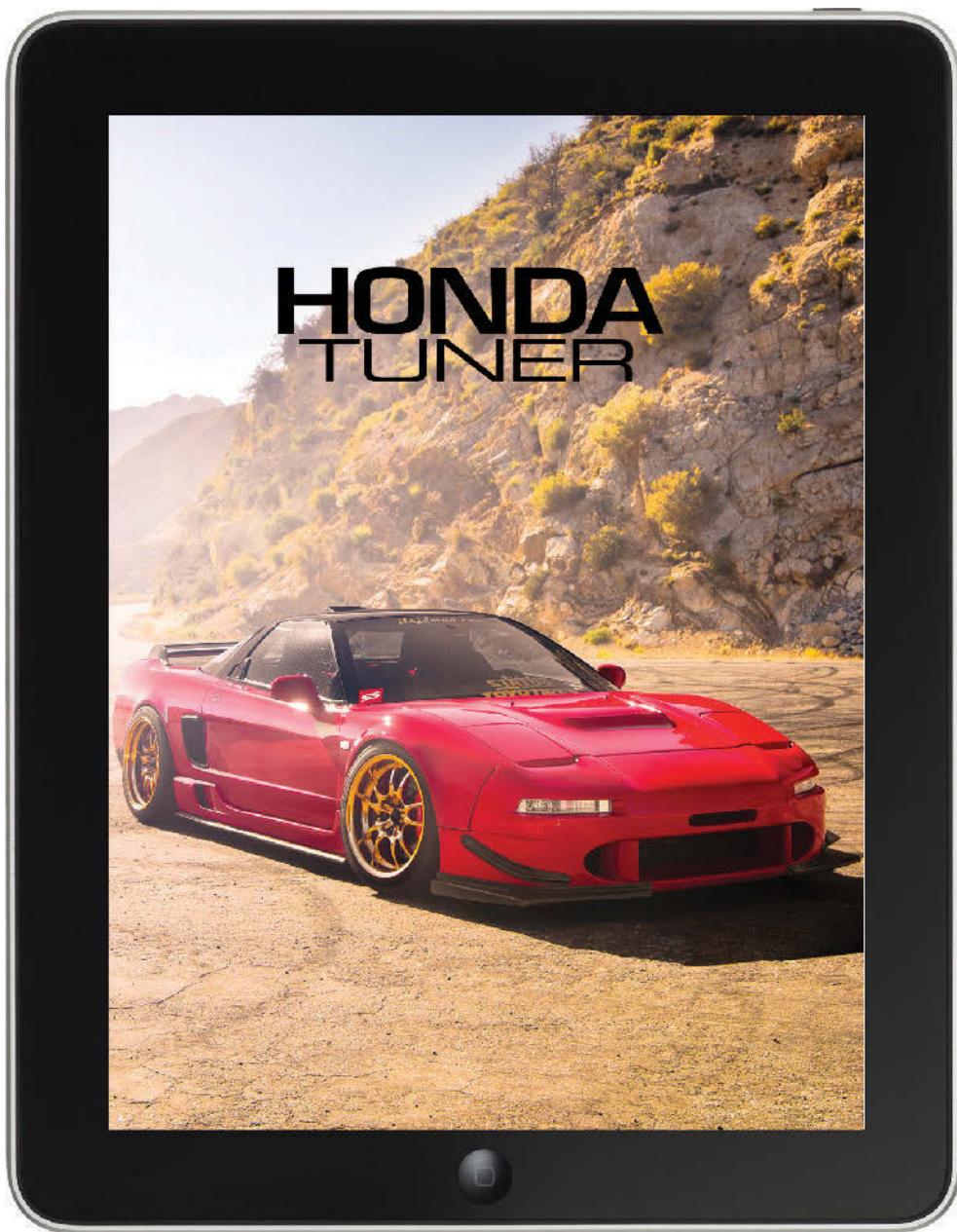
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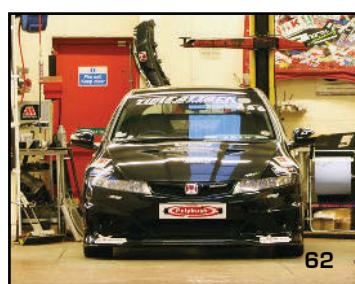
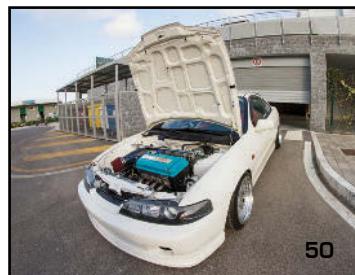
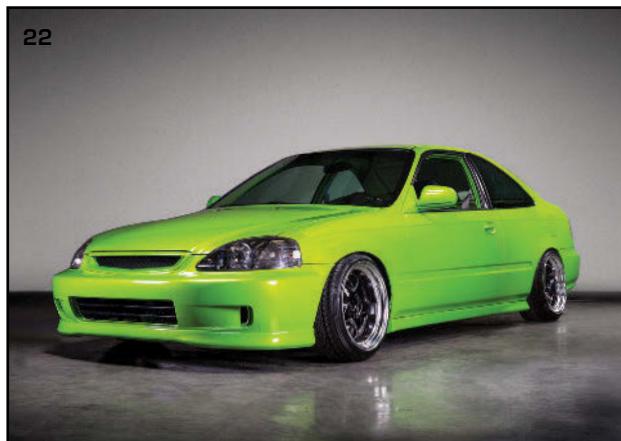
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# WHATS NEW



Japanese tyre manufacturer Toyo Tires has announced the UK launch of its hotly anticipated road-legal track tyre, the Proxes R888R. This all-new tyre, which will eventually replace the best-selling Proxes R888, has been improved in every single area.

**CONTACT | 01933 411144**  
**WEB | [WWW.TOYO.CO.UK](http://WWW.TOYO.CO.UK)**  
**PRICE | £VARIOUS**

## FORGE UNIVERSAL INTERCOOLER

Gloucestershire based Forge Motorsport has released details of its hand-finished range of universal intercoolers. This extensive selection of craftsman-built alloy components offers a vast choice of styles, sizes and end-tank designs, making it the perfect resource for those looking to manage heat on a forced-induction car.



**WEB | [FORGEMOTORSPORT.CO.UK](http://FORGEMOTORSPORT.CO.UK)**

## INTERNATIONAL HONDA MEET

This year, the annual "International HONDA Meeting" (IHM) will take place on Sunday, 19th of April, between 12:00 and 18:00 o'clock. The event is held in Netherlands and is favourite of enthusiasts.

This big gathering of Honda enthusiasts attracts people coming from Germany, Belgium, The Netherlands and many other countries.

Location: Hotel/Truckstop Nobis, Nobisweg 1, 5721 VA, in Asten, The Netherlands. Directly at exit number 36 of the A67 between Eindhoven and Venlo.

**WEB | [WWW.HONDA-MEETING.NL.COM](http://WWW.HONDA-MEETING.NL.COM)**

## GRANT GMD MISSED CREDIT



In the last issue of Honda Tuner, we missed a credit for our long term contributing photographer 'Grant GMD'.

His shoot of the DC5 in the last issue was a favourite of both staff and readers of Honda Tuner.

Sorry Grant!



## SPOON SPORTS AERO & CARBON WING MIRRORS

The new Spoon Carbon Mirrors are a re-release which are now equipped with a dedicated small light weight electric motor for mirror angle adjustment. They also now include a Hydro Blue wide angle mirror glass - featuring ultra wide optical reduced curvature 1000R, and are non dazzle in subsequent car lights at night. The carbon mirror housing on these features a discreet Spoon Sports Logo at the top of the assembly.



**WEB | [SPOONSPORTSEUROPE.NET](http://SPOONSPORTSEUROPE.NET)**

## NEWS FROM HONDA



McLaren-Honda revealed their new racing car, MP4-30 for the upcoming 2015 FIA\* Formula One (F1) World Championship. This elegant car is fitted with Honda's 1.6 litre V6 engine, the RA615H.

The MP4-30 is an important first step as McLaren and Honda progress towards a successful future and a strong partnership.



McLaren-Honda is also delighted to announce its new driver line-up for 2015: Fernando Alonso and Jenson Button. Kevin Magnussen will remain an important part of the team, as test and reserve driver.



Civic Type R and NSX Supercar lead host of premieres from Honda at 2015 Geneva Motor Show and includes "Superior aerodynamics for British built all-new Honda Civic Type R"



Next-generation Honda FCV Concept makes debut

Honda Jazz triumphs in Women's World Car of the Year Awards 2014

## HOSETECHNIK EG6 CIVIC HOSES

Forge Motorsport's Hosetechnik division has released a range of ultra-high performance brake hoses for the Honda's perennially-tuned EG6 Civic 1.6 VTEC model. The Hosetechnik lines, with their hand-finished, frictionless braided stainless steel bodies and custom-machined stainless end fittings offer a marked improvement in braking performance and safety, backed by an impressive lifetime guarantee.



**CONTACT | 0845 838 5364**  
**WEB | [WWW.HOSETECHNIK.COM](http://WWW.HOSETECHNIK.COM)**

## HONDATA KPRO V.4



The KPro4 consists of a hardware modification to certain K-Series ECUs, plus Windows software which allows you to re-program the ECU and datalog sensors.

The KPro4 uses a faster processor with more capability than the KPro3. This allows the KPro4 to perform more tasks without slowing down the ECU. Calibration uploads and datalogging from a laptop are also faster. There are so many new features for the KPro4, that its best to check their website for more info.

**WEB | [WWW.HONDATA.COM](http://WWW.HONDATA.COM)**

## TARMAC SPORTZ FLIP UP PLATES

The latest product from mail-order tuning specialist Tarmac Sportz is perfect for any show car owners or builders looking to keep the front of their motor clean out on the showground, but fully legal out on the road.

This plate mounting simply slides back under the front bumper when you arrive at the show, either manually for those wanting to look smart on a budget, or by electronic remote control for those wanting maximum show and scene points.



**PRICE | £53 - £135**  
**WEB | [WWW.TARMACSPORTZ.CO.UK](http://WWW.TARMACSPORTZ.CO.UK)**

# WHATS NEW

## FORGE VALVE

The latest perfectly engineered solution from the alloy artisans at Forge Motorsport is CNC-machined one-way valve to improve the safety and braking performance of forced induction cars.

WEB | [FORGEMOTORSPORT.CO.UK](http://FORGEMOTORSPORT.CO.UK)



## CO-ORD OIL CATCH CAN



As main Mishimoto dealers, Co-ordSport is pleased to announce that they now have stocks of the new Mishimoto Compact Baffled Oil Catch Can.

With years of oil catch can research and development time, Mishimoto has created the most effective compact oil catch can on the market.

WEB | [WWW.COORDSPORT.COM](http://WWW.COORDSPORT.COM)

OR

[WWW.PART-BOX.COM](http://WWW.PART-BOX.COM)

## COBRA NEW SEATS

Respected seat manufacturer Cobra has released its latest all-new seat onto the fast-road and track day market. This latest composite masterpiece to emerge from the company's Telford factory is called the Nogaro – and it's utterly beautiful.



## BLOX SHIFT KNOB



UK based tuning maestro Tarmac Sportz has released details of a new product that is bound to be the 'must have' interior upgrade on this season's finest show and track day cars; the BLOX Racing Type-R Shift Knobs in the highly desirable and limited edition Neo Chrome finish.

WEB | [WWW.TARMACSPORTZ.CO.UK](http://WWW.TARMACSPORTZ.CO.UK)

## TITAN/ARP HEAD STUDS

The Honda B-series is one of the most popular Japanese engines ever made. Titan Motorsports have had many requests for an L19 graded head stud similar to those currently offered for other applications. Working along side ARP, Titan have designed a new head stud for the B-series and manufactured in ARP's premium L19 material. This will allow for an increased clamping load of up to 260,000 psi. These studs are designed as a drop-in-replacement for the OEM head studs and require no modification to the cylinder head or block. Titan have also implemented a new hex broach at the top of the studs for ease of installation.



## MOMO GT-50 WHEEL



The 50 year Limited Edition GT-50 is the most advanced and innovative MOMO steering wheel produced to date. Its anatomic grip is a sophisticated combination of black leather and Alcantara with leather piping.



# FLASHPRO

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# COMPETITION

**WIN!WIN!WIN!WIN!WIN!WIN!WIN!**



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the motor on and off when the lance is triggered to save water and prolong motor life. Fitted with a clean and tidy 5mtr hose reel, accessory storage on the back and side mounted gun and lance holder. This setup helps provide effective cleaning power of a 275bar/3995 psi pressure washer.

WEB: [www.sealey.co.uk](http://www.sealey.co.uk)

To enter simply email [competition@hondatunermag.com](mailto:competition@hondatunermag.com) with 'Sealey' in the title and your name, address and contact number, within the email.

Disclaimer: we will pick winners at random, no purchase is necessary to enter the competition or claim the prize. Failure to supply the required information will render your submission void. One submission per person. No cash equivalent or exchange is available. Your details will not be passed on to third party persons but may be used by the company that are providing the competition prizes for marketing purposes.

Competition closes  
30th April 2015.



**WIN!WIN!WIN!WIN!WIN!WIN!WIN!**

**WWW.SEALEY.CO.UK**



# VERSION 2

Often in life we don't get it right the first time. The tuning world is no different. It takes one to try and then take a step back to assess their efforts. Altering and changing as they go to truly bring their vision to life. That's what makes getting it right all the more special.

You can imagine then, how painful it can be to have it 'right' and then have to start again. You see, this car 'Version 2', isn't named as such because the owner needed two shots at getting it right. Of course, during the car's first build many things had changed, but after it was finished, owner Brian had the misfortune of totalling it. You can see the aftermath toward the end of this feature.

Not to be deterred, he has resurrected the car and named it 'Version 2', partly as it was the second incarnation of his much loved hatch and also because he once ran a tuning company with the same name. Before deciding to go back to medical school, the smart so and so. Many of us would have given up, after spending countless hours and countless thousands on building their vision of perfection for it to be taken away in the

blink of an eye. Brian is made of sterner stuff and soon realised that whilst his car had enjoyed international acclaim and he many trophies and accolades for his endeavours. If, per chance, he could do it all again, he may change some things up.

Whether he intended it or not, that opportunity did present itself and Brian is a man of his word. In the version you see in these pages, Brian has changed the interior, the engine and also, although you could be forgiven for missing this, the colour (slightly). The car may look similar but it is both a different shell and a different colour. Of course there is much more to this car than just an engine and some paint...

Having built the car once, Brian had all the parts. Taking his wrecked Version 1 back to bare bones, he was able to decide what parts he could salvage, those that he wanted to keep and of course the items he needed or wanted to replace. After all he had already built Version 1 and wasn't about to make Version 1.2. Having stock piled all the parts for his new engine swap and some new seats. Brian was confident he had in his possession every part he would need to build his new car.

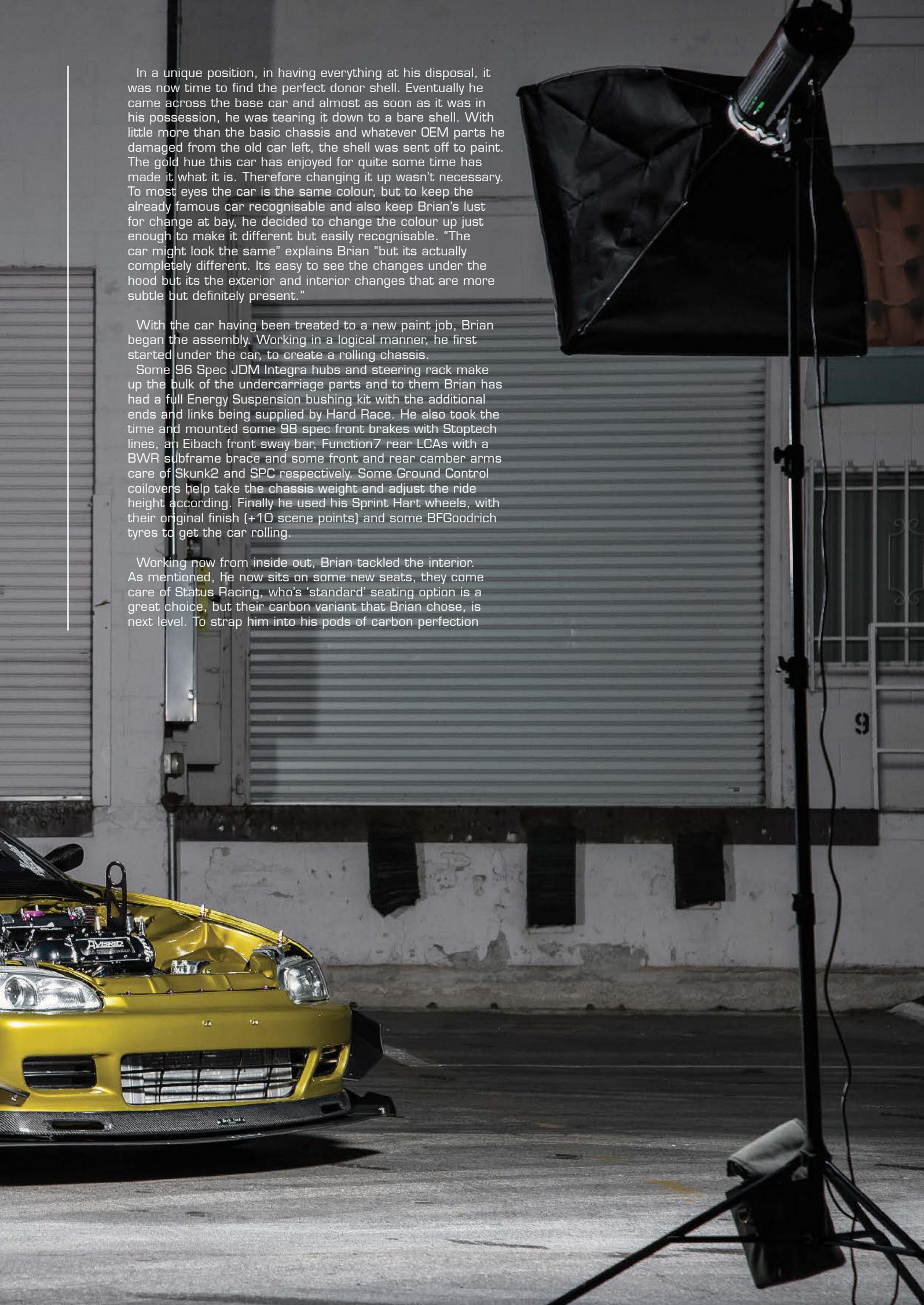


In a unique position, in having everything at his disposal, it was now time to find the perfect donor shell. Eventually he came across the base car and almost as soon as it was in his possession, he was tearing it down to a bare shell. With little more than the basic chassis and whatever OEM parts he damaged from the old car left, the shell was sent off to paint. The gold hue this car has enjoyed for quite some time has made it what it is. Therefore changing it up wasn't necessary. To most eyes the car is the same colour, but to keep the already famous car recognisable and also keep Brian's lust for change at bay, he decided to change the colour up just enough to make it different but easily recognisable. "The car might look the same" explains Brian "but its actually completely different. Its easy to see the changes under the hood but its the exterior and interior changes that are more subtle but definitely present."

With the car having been treated to a new paint job, Brian began the assembly. Working in a logical manner, he first started under the car, to create a rolling chassis.

Some 96 Spec JDM Integra hubs and steering rack make up the bulk of the undercarriage parts and to them Brian has had a full Energy Suspension bushing kit with the additional ends and links being supplied by Hard Race. He also took the time and mounted some 98 spec front brakes with Stoptech lines, an Eibach front sway bar, Function7 rear LCAs with a BWR subframe brace and some front and rear camber arms care of Skunk2 and SPC respectively. Some Ground Control coilovers help take the chassis weight and adjust the ride height according. Finally he used his Sprint Hart wheels, with their original finish (+10 scene points) and some BFGoodrich tyres to get the car rolling.

Working now from inside out, Brian tackled the interior. As mentioned, he now sits on some new seats, they come care of Status Racing, who's 'standard' seating option is a great choice, but their carbon variant that Brian chose, is next level. To strap him into his pods of carbon perfection







are some Takata harnesses, what else, which are mounted to a cabin filling custom cage. Looking toward the dash, Brian now grips a Personal steering wheel with NRG hub and looks at some S2000 gauges and a matching push button start. He changes gear using a Downstar shift knob and presses the pedal by contacting some Mugen items. From here its the details that set off the Honda geek in us all. JDM coin pock, optional centre console and arm rest, ITR shift gator, as well as suede and carbon additions make us go weak at the knees. An Optima Yellow Top battery provides the electrical juice and a nice purple nitrous bottle provides the go faster juice. Some purple, nitrous complimenting additions come from a battery tie down from PasswordJDM and a Beaks X-Brace. As well as looking good, Brian's car sounds good both inside and out. A Pioneer touch screen feeds Alpine speakers through a Pioneer 1000W amplifier to give him his audio fill when the nitrous isn't on and the exhaust screaming.

On the outside of the car, to compliment the new gold paint job are firstly a host of parts from Top 1 from a front slipper to a rear diffuser, via canards, tow hooks and side skirts, to give the car 360 degrees of intimidation. A Backyard Special lip, JS Racing fenders, Vision DC mirrors, carbon roof cap, Seibon carbon trunk and Osaka JDM wing all add to the intimidation and exterior presence of this car. As with the inside, its the

OEM additions that add to the top shelf aftermarket goodness and with the two working in harmony gives this car the perfect aesthetic. Thin side mouldings, JDM side corner lights, window visors, block off plates. Honda made them all and Brian has used them to their optimum. Whilst its the striking paint and the protruding body panels that put led in most people's pencil, its those subtle details that get us going, right down to the use of 4 door Civic rear door handles. Nice.

At this point Brian was able to take stock of his work. The car was looking as good as his beloved Version 1 (all be it rolling a little high on the front, on account of a lack of motor) and the additions he had made for Version 2 only added to the aesthetic. There were no backward steps here. Seeing the light at the end of the tunnel and at long last believing it was all going to be worth it, Brian tackled the engine. For those that aren't familiar with Version 1, it enjoyed a trick engine setup of its own. Having an H22 motor fitted, Brian is no stranger to an engine swap. However, times have changed since then and although the H22 is still a great candidate, Brian fancied some Special K for breakfast (thats a cereal for those that aren't familiar). Whilst fibre and whole grains are an important part of a balanced diet, Brian was more concerned with some entirely different Special K. The K-series engine, although as if you needed to be told, not a stock example.



## SPECIFICATION

### EXTERIOR

Lemon Quartz Gold Pearl Paint  
BackYard Special Carbon Fibre Lip  
Osaka JDM Devils Wing  
J's Racing Fenders  
Vision DC Mirrors  
Carbon Fibre Roof Cap  
Seibon Carbon Fibre Trunk  
OEM Thin Mouldings, Side Markers,  
JDM Clear Corners, EDM Rear  
Foglight, Visors and Antenna Block Off  
Denji Projector Headlights  
4 Door Civic Rear Door Handles  
Top1 Motors Front Splitter, Track  
Canards, Front and Rear Tow Hooks,  
Side Skirt Splitter, Rear Diffuser

### INTERIOR

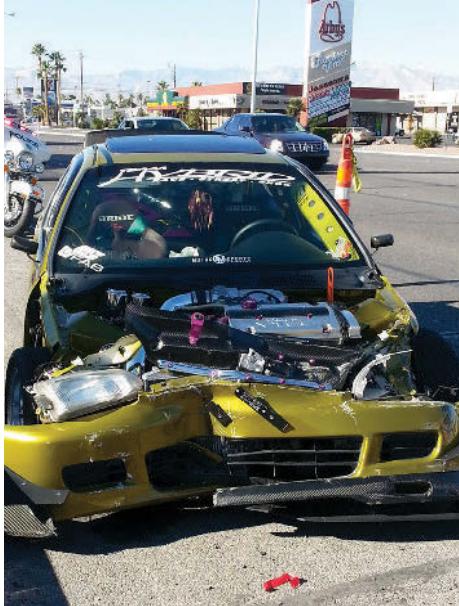
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Takata 4 Point Harness  
Custom 8 Point Roll Cage  
S2000 Cluster and Push Button Start  
K-Tuned Conversion Box  
NRG Hub and Tilt  
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JDM EG Coin Pocket, Amber Clock,  
Optional Centre Console and Arm Rest  
ITR Shift Boot and Downstar Shift Knob  
Mugen Pedals and Broadway Mirror  
Carbon Fibre Arm Rest Cover  
Optima Yellow Top Battery  
PasswordJDM Battery & Pump Cover  
Beaks Purple X-Bar

### ENGINE

K24a, DC5 6 Speed Transmission  
Action Flywheel and Stage 4 Clutch  
Hasport Motor Mounts and Axles  
ALL IN FAB Centrefeed Intake Manifold  
Hybrid Racing 76mm Throttle Body  
K-Tuned Aluminium TPS, Fuel Rail,  
FPR, Gauge, Fuel Filter, Water Pump  
All In Fab Tucked Radiator, Custom  
Water Neck and Breather Box  
C&S Racing Inline Thermostat  
Circuit Hero Coil Pack Cover  
Black Chrome Finish Valve Cover  
Password JDM Purple Cap Washer, Oil  
Cap and Valve Cover Washer  
Tucked Harness and Shaved Bay  
Wilwood Brake and Clutch MC  
Downstar Bolts, Washers and Spikes  
ETD Traction Bar  
AEM Intake with Dry Flow Filter  
Spark Racing Header, 3' High Flow Cat,  
Magnaflow Muffler  
Mishimoto Carbon Fibre Radiator Cap  
ZEX Dry Nitrous Kit with NOS Solenoid  
Walbro 255 Fuel Pump  
Hondata KPro  
AEM Wideband

### SUSPENSION/ BRAKES/ WHEELS

Sprint Hart CPR 15x6.5  
BFGoodrich G-Force Sport Comp 2  
Koni Yellow Struts  
Ground Control Coilovers and Top Hats  
Eibach Front Sway Bar  
96 Spec ITR Hubs, 98 Spec Brakes  
HardRace Swaybar Bushings and Links  
Function7 Lower Control Arms  
BWR Machined Subframe Brace  
Energy Suspension Master Kit  
Skunk2 Front Camber Kit  
SPC Rear Camber Kit  
ARP Extended Studs  
BWR Neo Chrome Lug Nuts  
Stoptech Steel Braided Brake Lines



Starting with a torquier K24, Brian added a DC5 Integra gearbox and between the two added an Action clutch and flywheel combination. Mounting it into his car with some Hasport mounts and attaching to his DC2 hubs via some matching Hasport axles, it was time for some trick aftermarket parts and making it all work. The first thing you'll notice is the All In Fab centre feed intake manifold, which due to its design feeds all four intake chambers with equal and direct air. It is mated to a Hybrid Racing 76mm throttle body and to get the air and fuel mixture right, a host of K-Tuned parts including rail, FPS, gauge and filter are used. K-Tuned also help out with one of their water pump systems that keep everything cool and under optimum operating temperatures.

To match the tasteful intake manifold, All In Fab also supplied a tucked radiator which by its sheer absence from the visual under the hood makes it cool. After all, its hard to make an aluminium box look good. The radiator mounts to an ETD traction bar which also stiffens and tidies up the front end. They also added a custom water neck and breather box.

To compliment the intake solution, a full Spark Racing manifold with high flow cat and exhaust B-Pipe run to a Magnaflow muffler which provide the desired exhaust tone. Wilwood clutch and brake master cylinders remove any offending eye sores from the firewall and Downstar supply any amount of spikes, washers and bolts to ensure not a single element detracts from the look. Some interior matching purple PasswordJDM items add some bling and after all that work it would be a shame to see any wiring, so that has all been hidden, removed or tucked under the arches.

As you can see, there has been a lot of work completed on this car. Better yet, it was done to virtual perfection the first time, thus making doing it all again an exercise in perfecting an already very desirable formula. It just goes to show that even if you do get it almost perfect the first time, the Honda game moves fast so you can always add to your efforts. This car is a credit to Brian, not only did he build a great car once but Version 2 has outdone its predecessor. Lets just keep this version in one piece please, yea?



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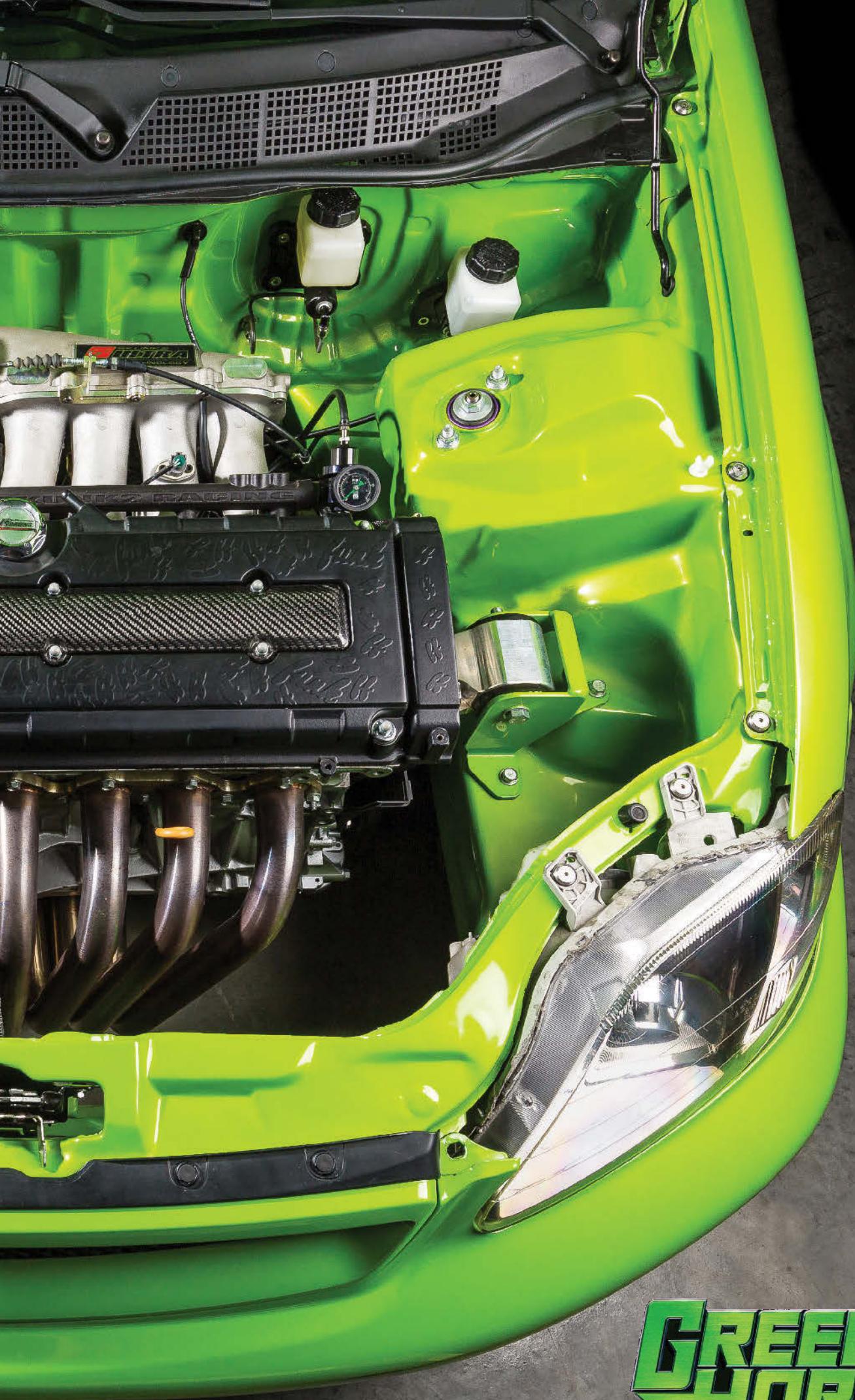
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PHOTOGRAPHY by Derek Wheeler



**GREEN  
HORNET**

Unlike the protagonist of this feature's namesake, Noah Dellilo, owner of both this car and his own clothing line, FUNKfashion, is not a down and out rich kid living off the wealth of his parents. He is a dedicated and driven entrepreneur who has tirelessly worked to build up his lifestyle fashion brand and build a pretty hot Civic along the way. With that said, his car is bright green, so Green Hornet was the perfect feature title, all be it that the similarities end there.

This is actually Noah's third Civic of this era. The first back in 2007 he then owned another after, until in 2013 when he had completed the build of an essentially identical car to the one you see here, but in maroon to be a daily driver and show car, working as a promo piece for his brand. As mentioned he owns a clothing line called FUNKfashion, but he also does commercial screen printing,

and attends many events in a year. Thus he needed a car that could keep him happy on the daily drive, ferry around his prints and look good too. The previous example was painted inside and out, stripped and was largely the same apart from the shaved bay and engine swap. Only driving it for two months he was rear ended on New Years 2014 by a drunk driver and the car was a complete loss. He was however able to salvage a lot of the parts and thus decided he wouldn't be beaten and would rebuild the car.

So in January 2014 he sought out a new shell to transfer his stock pile of parts to and once again build a new Civic. "I found a 1997 Civic Hx shell with some front end damage, so the price and fact I had a complete front end made it the perfect candidate. From January to the March the engine bay was being shaved along with miscellaneous things in

the interior that I knew I wouldn't need. Along with shaving all the typical holes, studs, and removing seam sealer, we also installed some ODB Welding Werks extended shock towers. EK chassis Civics are notorious for the front upper control arms smacking the engine bay and poking holes through over long periods of time when run at a low ride height. These extended shock towers avoid that from ever happening" explains the owner, showing that when building his third example he is definitely a veteran of this particular chassis.

In April a completely stripped down shell was delivered to Rogue Autowerks for them to play with. With a 3 month time frame at the paint shop, Rogue Autowerks rolled and pulled the front and rear fenders, shaved the antenna and door mouldings, welded on a new core support to give him the best front fitment



possible and painted the entire car, inside and out in the very striking "Gotta Have It Green". Whilst the car was at the paint shop, Noah took the time to prep the motor and everything engine bay related to have it ready. Starting with a nearly black motor from grime and road use, he tirelessly degreased and scrubbed it down. He then tore the motor apart so it could all be rebuilt and sealed up with new gaskets. "Luckily for me, my buddy Jason of Dann Speed came over regularly to assemble the motor and put everything back together. I was good at taking it apart, cleaning it, repainting it, and lending a helping hand when needed but I'm the type of person that prefers to let whoever is best suited for the job, do the job. I'm not shy of getting my hands dirty and always want to learn but I didn't want to try building my own motor for the first time in a car I daily drive."

In early July the car came back from the paint shop and the clock was ticking to have the car ready for Import Alliance and then his own event, The Auto Combine. To say the least they were on a mad dash to get it buttoned up and running. With the time frame they were working on they did very good. The car was built and whilst the interior wasn't finished there was enough in there to sit down, change gear, steer and check your speed. However they were waiting for one last integral part. A wiring harness. Unfortunately it didn't arrive in time and the car had to be trailered to the show. That was obviously disheartening for Noah, having juggled his business commitments with the build and putting everything else in his life to one side, he didn't quite make his deadline.

As anyone who works for themselves or runs a business will testify, it's easy to lose track of time and be consumed by

your work. This is exactly what happened to Noah, "I actually didn't touch the car again for some time, in September. After a bit of motivation from my girlfriend to make progress, it was time to start again. I barely noticed two months had gone by until I noticed all the dust on the car. I drafted Jason back in again to come over and finish the car when he had time. A lot of wiring and a few ECUs later and we got the car running. By this stage it was October and whilst the car was running it wasn't quite road ready yet. It badly needed a tune." Getting so far, Noah once again put the build on the back burner as work got on top of him again. By December he found himself some time and had the car setup and ready to be driven. With the car now functional and looking great on the outside. Combining the tireless work at the bodyshop with his favourite wheels, Work Meisters, he was now motivated to finish the interior.



## SPECIFICATION

### EXTERIOR

Ford "Gotta Have It Green" Paint  
Shaved Side Mouldings  
Shaved Antenna  
Rolled and Flared Front Fenders  
Rolled and Flared Rear Fenders  
CTR Mirrors  
CTR Lights with HID's Retrofitted  
OEM Si Lip and Grill  
Every window moulding, trim, garnish,  
and bolt replaced with new  
Honda items

### INTERIOR

Grip Royal Steering Wheel  
Buddyclub Shift Knob  
Buddyclub Short Shifter  
Interior Dyed Black  
Dash and Door Panels Wrapped in  
Black Suede  
Fully Stripped Interior  
Optimal Yellowtop Battery In The Trunk  
Del Sol Seats

### WHEELS & BRAKES

16x9 +19 Work Meister S1Rs  
205/40 Kumho Ecsta ASTs  
GSR Rear Disc Brakes  
Full Brake Line Tuck  
Hush Performance Booster Delete  
Dual Wilwoods

### SUSPENSION & HANDLING

Custom 14/12K D2 Coilovers  
ITR Rear Sway Bar  
CTR Front Sway Bar  
Function7 LCAs  
Function7 Rear Subframe Brace  
Skunk2 Front Camber Kit  
Skunk2 Rear Camber Kit

### ENGINE & PERFORMANCE

Fully OEM Rebuilt B16A3  
Skunk2 Ultra Series Intake Manifold  
Skunk2 Pro Series 70mm TB  
Skunk2 Pro Series Cam Gears  
Skunk2 Composite Fuel Rail  
PLM SP 4-2-1 Header  
Stage 6 Motorsports CAI  
ARP Head Studs

### SHOUT OUTS

My girlfriend Meagan Bryan  
Jason Dann at Dann Speed  
Chris Pagan at ODB Welding Werks  
Jason Guillet at Rogue Autowerks  
Austin Smith at Identity Design  
Tony Mac at D2 Racing  
Autrey McVicker at DWS Parts  
Dwight Baldwin at Stage 6 MS  
Chris Jameson at Malhini Customs  
Derek Vanderhoff my OEM Parts Guy  
Brian Ruff for the Headlight Retrofit  
Don Napier at Import Alliance  
Steven Brown  
Brandon Tate  
Big Zo  
My Dad, Terry Byrnes



Having the dash and door cars wrapped in black suede and the interior plastics finished in black he had completed the car, all be it a little later than he hoped. "You'd think with the car being completely stripped it would be a nightmare to drive but we've been able to drive the car to an event 10 hours away and put our entire vendor booth setup and inventory inside the car. The amount of space is surprising and the noise isn't that bad, especially with the car filled!"

Whilst the car would be finished for most people, not for Noah. "I'm all about the details. Every moulding, trim piece, garnish, bolt and rubber item has been replaced with a brand new OEM Honda item. Even parts down to the hood pop, latch, and cable to open the hood were all replaced. I want to feel like I'm driving a brand new '97 Honda Civic every time I jump in." From what we can see he has definitely achieved that and then some.

A veteran of three Civics of this era and nearly a decade working in various roles within the automotive industry, along with a lot of hard work, both in his business life and with his build progress, have put Noah in a position to build such a great car and that is something he is very humble about. "I've been fortunate enough to be a part of the automotive industry for some time and have loved every minute of it. I plan on enjoying many more years of it and I don't think my enthusiasm will lessen. I've especially been enjoying the work with my clothing line over the last few years. This has allowed me to also remain active in the automotive industry and to travel to events.

Standing still is something that Noah isn't known for. As such, the car is always changing. He wants to add a roll cage and also a turbo kit to the car before this year is out. That is definitely sure to add a bit of sting to this Green Hornet.





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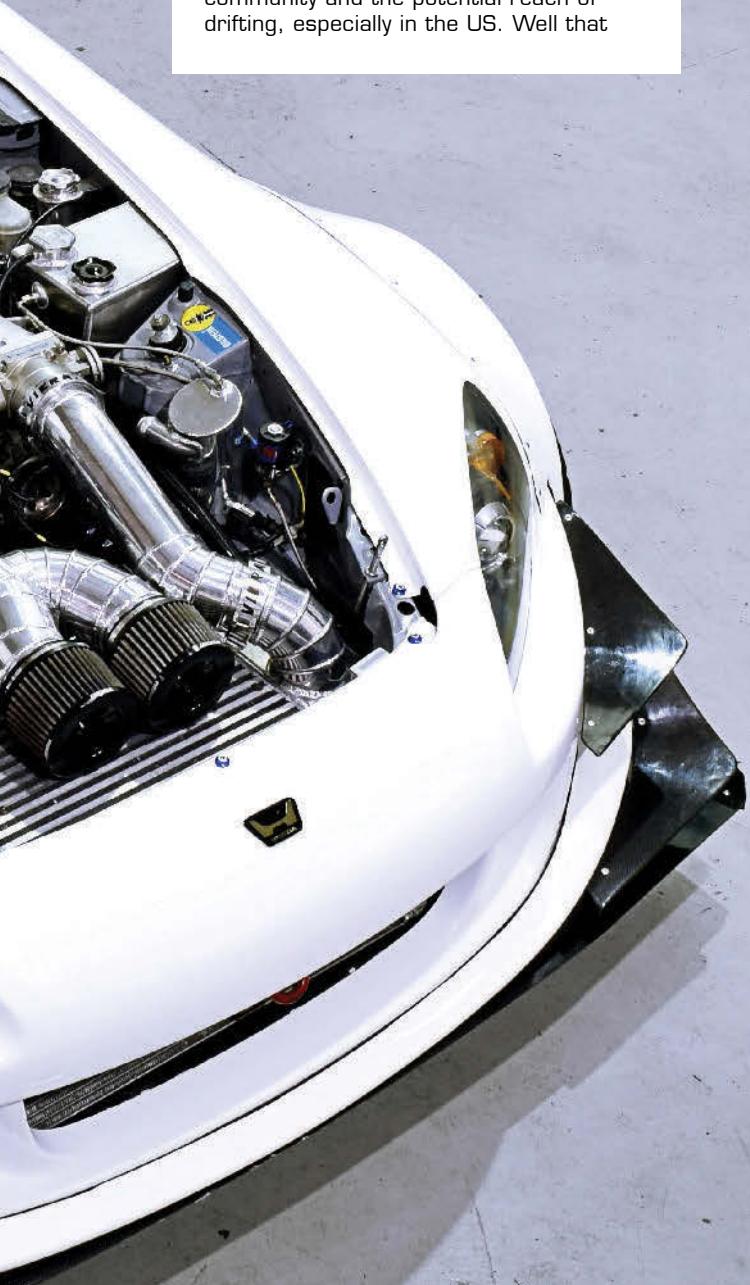
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The drift world is definitely the domain of Jap cars, after all that is where the global tyre smoking hooligan past time was originated. Today the drift community is an international one, with every country worth its automotive salt having at least one drift series, with countless grass roots movements, 'drift what you brung' and the casual rev limiter hitting, roundabout navigating hobbyists. In 2015 its more common to see a European or American car drifting than it is a Honda. Largely down to fact that Honda only really made one candidate for a drifter in the S2000. Given that most Honda cars are front wheel drive and the only other rear wheel car is the mid engined supercar, that we know as the NSX.

In the history of drifting a few have attempted to turn the S2000 into a drifter, with, it must be said, varying degrees of success. For all its greatness, the S2000 lacks in two main key drifting areas. Well it lacks in one and has the other in abundance. Overall horsepower and vehicle balance. Whilst the car is often reported to suffer from snap



oversteer, the reality is that the car is so perfectly weighted (virtually 50/50) and balanced that one has to really try to get it sideways. Take the usual drift candidates in their road going forms and this just isn't the case. The overall lack of performance, given that the car is a highly tuned N/A example, as opposed to a relatively de-tuned turbo example, also hinders the car's high speed traction breaking abilities.

You may be asking yourself then, why would you try to make a perfectly handling car get its arse out or more so, why bother putting in so much work to make a car do what others do much more naturally. Well, why not? Thats half the fun and in reality, sponsors love to stand out and given that the drift scene is a global phenomenon, from a commercial stand point it really makes a lot of sense. Surely there must be a lot of potential sponsors that value both the Honda community and the potential reach of drifting, especially in the US. Well that





was what Honda fanatic and drift hooligan Chris Jeanneret was banking on when he embarked on a new Formula D build.

To be perfectly honest, Chris' enthusiasm for drifting, Honda and this particular build are hard not to succumb to. The way he speaks about the car and the experiences should leave any Honda fan inspired and when you consider the final product, that we were fortunate enough to photograph just as it was being finished after its most recent face lift, you have to say he and his team definitely came up trumps and built a car that any drifter and any Honda fan would be proud of.

Finding the car on a Craigslist ad in Arizona, some 1500 miles from his base, Chris purchased it and had it shipped to him. Knowing the car would need work and that he would strip it to a bare shell anyway, he didn't even check the car over

in person. When it arrived by transporter at midnight, he was equally stoked by having a car he had long dreamed of and drained by the sheer amount of work ahead of the team at SpeedFactory.

Nevertheless, Chris wasn't to be deterred. A diehard petrol head (or gear head as he's from the US) since his Hot Wheels days as a child, his first steps into the automotive world were with a 94 Civic EG6, that he made 289WHP from a B-Series engine. Starting off as a fast daily and weekend drag racer that netted him many low 12 second passes and a few high 11's, it was after the misfortune of having the car stolen that he was pulled into the drift world and never looked back. Working at the team responsible for the two Falken Tire drift team cars, one of which got on the podium of the '06 Formula Drift championship opener. The forward thinking drifter worked his way up the

ranks having been a crew member and crew chief on several teams and has also been a key part of the building and engineering process for these cars.

When challenged with coming up with a new car for him to pilot and of course use his skills as a builder and engineer, he pondered the possibility of ticking several boxes in one go. As we know Chris grew up on Hondas and had long dreamed of owning an S2000 but was never in a position to do so. The thought of drifting an S2000 appealed to him, although he knew he would be falling in the footsteps of a select few. Thankfully after speaking with a few sponsors, he was met with a resounding confidence from everyone he had contacted. This just spurred him on to combine his love for Honda and drifting whilst at the same time, ticking the S2000 off his car owning bucket list. Still though, this was no small task. It is the only Honda currently at the top level of





drifting globally. It is also one of few cars in professional drift series to run a same manufacture based engine platform. That proves a fan favourite as it seems more obtainable to the average onlooker.

With the car in his possession, it soon made its way 60 miles to the SpeedFactory HQ, where for the next two months Chris drove the 60 miles there and 60 miles back every night after work to team up with the SpeedFactory people and burn the midnight oil prepping the chassis for its roll cage and the other items on the large to do list. "After we finally got to the point where we could paint the bare chassis it felt like we were on our down hill slope. From that point it was just two weeks until the season opener. Its safe to say we didn't sleep much in those two weeks. Between six of us it wouldn't be an exaggeration to say we got the collective sleep that is normal for one person in that period."

Like we said, Chris' enthusiasm is contagious and is definitely something shared by the whole team. "The craziest thing was that every night I would come to the shop and see the amazing piece of art that was unfolding in front of us. I think the energy and drive to finish fuelled us all and came from there. It kept us from sleeping a wink most nights when we did get home because of the excitement of what was materialising. When it came time to stand back and look at what we built in the final 2 weeks, only hours before needing to hit the road, we realised that we outdone ourselves even if the car hadn't even ran yet!"

The team unveiled the car 48 hours later in Long Beach California. You'll agree a fitting location for a rockstar build that came to be in the nick of time. Unfortunately they couldn't run the car at the event, "But the reaction from the crowd and of course our great and very

patient sponsors was worth the 1000 miles of driving. Having multiple people coming up to us and say thank you for bringing a Honda back to drifting and shaking our hands were some of the most priceless moments of the whole thing and ill always cherish that."

As for the aesthetic of the car they built. Well Chris wanted a GT race look, but without going over the top. You'll see many of the OEM S2000 lines there, with some relatively, for a drift car, subtle modifications to the exterior in the form of the Spoon front fenders and Circuit Garage over fenders on the rear. Chris has his finger on both the drift and Honda pulse so picked parts such as the bolt on over fenders that reflect the current scene as he is flying the Honda flag in one of the highest profile forms of motorsport competition today.

As for the interior, well its all business



## SPECIFICATION

### EXTERIOR

Circuit Garage fender flares  
Custom canards and splitter

### INTERIOR

Driven harnesses  
Driven steering wheel

### WHEELS & BRAKES

Enkei NTO3+M wheels  
Sparta Evolution 355mm 4 pistons

### SUSPENSION & HANDLING

Bilstein PSS9 coilovers  
Custom front control arms  
4 inch wider track

### ENGINE & PERFORMANCE

Speed Factory Racing built K24a1  
Golden Eagle sleeves  
Wiseco pistons  
K1 connecting rods  
Skunk2 tuner 2 cams  
Skunk2 valve springs  
Skunk2 retainers  
Skunk2 Ultra race intake manifold  
Skunk2 90mm throttle body  
Vibrant Performance clamps  
Vibrant Performance intercooler core  
Garrett GTX4088r turbo  
Vibrant AN fittings and hoses  
AEM Infinity 8 ECU  
RyWire custom wire loom  
Grams 2200cc fuel injectors  
Grams 340lph pump

### STATS & FIGURES

1000hp and 700ft/lb

### SHOUT OUTS

My family first and foremost  
All my friends  
Speed Factory Racing  
Vibrant Performance



in there. The cage takes up most of the compact cockpit and everything present helps the driver go, stop and get the back end out and smoking, whilst doing so safely. The engine is much the same. All business. The coolest thing for us is the use of a K-Series motor. This isn't a world first but it is still unique. After all the F20 engine is capable of big power but when you can do something a bit different. Get the Honda people, ourselves included, fanboying (and girling of course) about the engine swap and also make use of the host of K-Series parts and expertise in the quest for a 4 figure print out, then why not? That's right, this car with a K-Series motor and a little help from some turbo trickery, makes a jaw dropping, even from the high HP world of professional drifting, 1000HP. Nice!

Putting that power down to the ground, because believe it or not traction plays a

big part in drifting as it's all about control and then spinning those rear wheels on tap, is no small task. Some big brakes are covered by Enkei NTO3+M wheels. Bilstein coilovers work alongside custom front control arms and a 4 inch wider track to get the S going Sideways.

Having come so far, what does the future hold for Chris and his team? "We want to continue developing the car to be successful in drifting. We all know it's there and that we just need to get the data and study it and learn as much as we can from there. The same as any other drift team, only we have a less proven chassis to work with. Once we get there, and we will, I want to make this chassis a popular candidate for drifting. I know the Honda people would love to go sliding them as much as I do." Yep, we definitely do! Over fenders and some more lock for our project S2000 anyone?



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# AC competition CLUTCH



# BEST OF UK

What a year 2014 was. For both Honda Tuner Magazine and the Honda community at large. The biggest thing for us was branching into the US market and also the uptake in subscriptions and digital readers from all around Europe. Its definitely an indicator that our lovely community is still going in the right direction, getting bigger every year.

With that in mind, it only seemed logical for us to do our customary 'Season roundup' show coverage a little different this year. Breaking things down

geographically, bringing you the 'Best Of...' from UK, Europe and US.

Starting from the Honda Tuner HQ base, in the UK, we bring you the best from all over our country. The quality of UK car gets better and better every year and the Honda showing at other events, gets bigger and bigger, year on year. We expect big things from 2015 and we're sure you lot won't disappoint!

The Honda community has come a long

way since Honda Tune formed a few years ago and the cars just keep coming out, show after show, year after year. Its great to see how some enthusiasts grow and how their cars follow them. Of course there are some that come out every year with a brand new car to blow us all away also and its that full spectrum that makes things so interesting. Its nice to sit back and see it all unfold.

Keep it up in 2015 and we hope that next year's UK round up will be even bigger and better!





# 14





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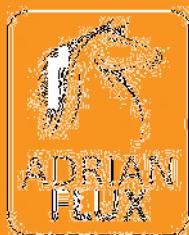
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BE





# STOFUS '14

Of course a round up wouldn't be complete without mentioning the US. They still build the best cars, host the biggest events and push the envelope in all walks of Honda culture more than any other group.

Whether it is show and shine, stance, drag racing or coming up with new styles and looks that will inevitably be followed the world over. If you want to know what parts you'll be fitting to your car next year,

look no further than the US events.

The sheer number of quality cars always blows us away. Its as if every car has undertaken a complete overhaul outside, inside and under the hood. In such a competitive environment its hard to stand out, but somehow there are always those that do.

We feel very privileged to be stocking Honda Tuner on US shelves now and love

to hear from the US readers, see their cars and get images sent our way from their events. Here's hoping we get to make the trip State Side this year to take in the cars, the sun and meet you great people!

Whats not to love about the US scene, although they didn't get most of the top spec cars that Europe and Japan did, they still manage to build the best cars from humble donors. Inspiring.





# INDA NER



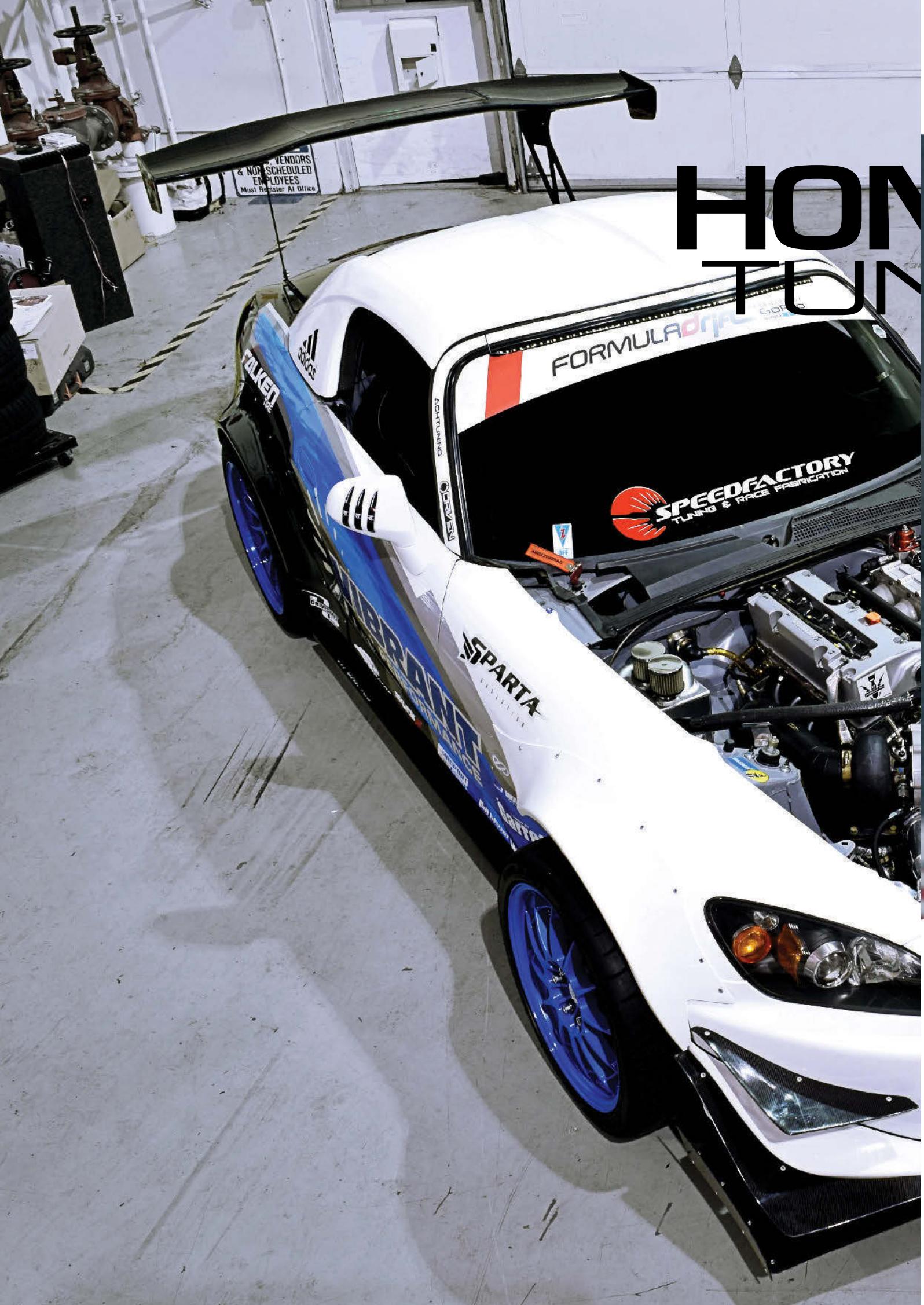
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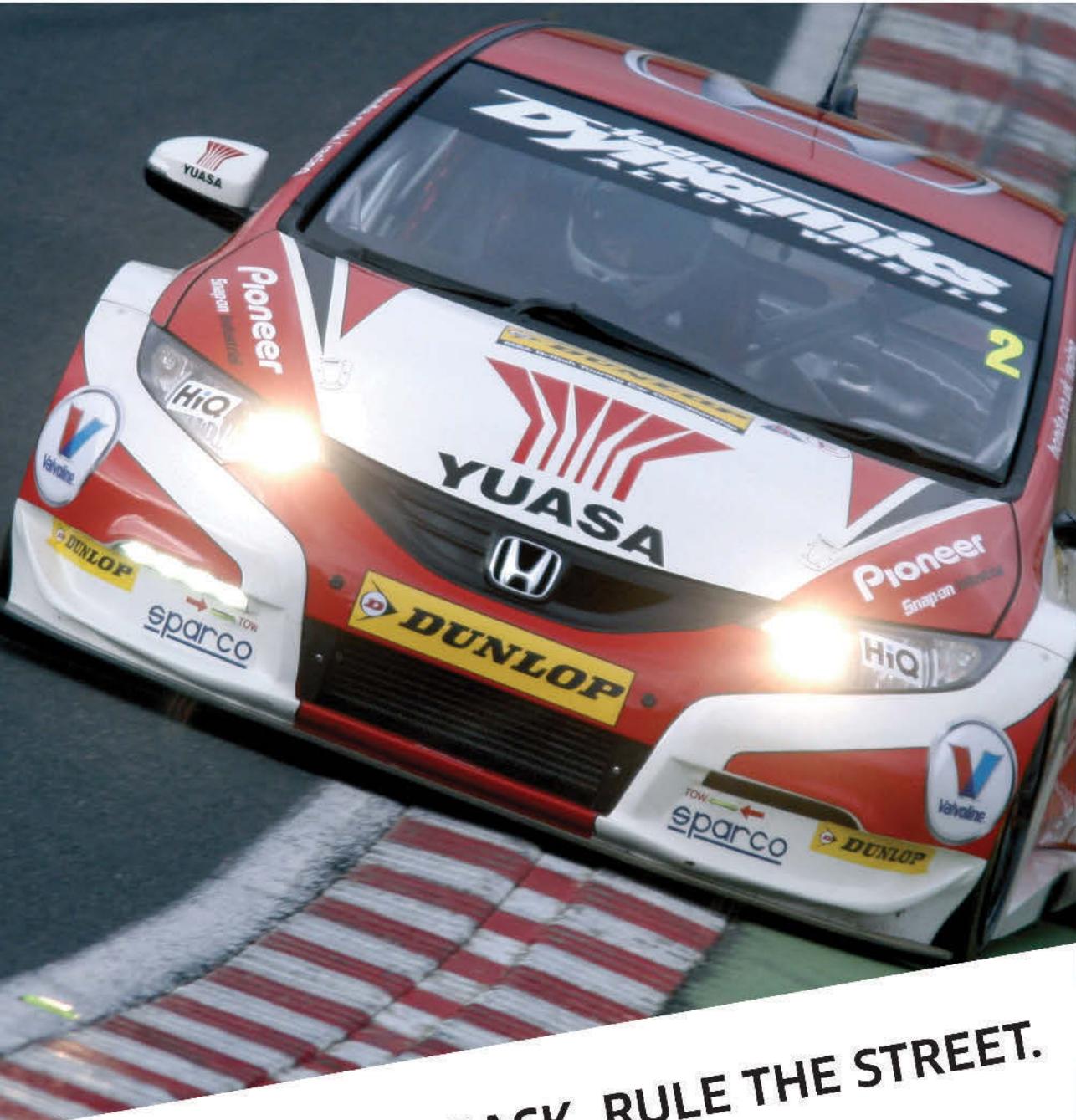


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# BEST OF

And the award for most improved goes to.... As if you even need to ask, its Europe! Whilst the UK is technically within Europe, from us within the UK, we tend to look at the goings on in continental Europe as being 'Europe' and as we've a comparatively large Honda community, we can label our own patch as 'UK.'

There are many cars from all over Europe that attend the UK shows and have done for several years. The hardcore Honda fans that travel miles by car, boat and whatever other means they have at their disposal, to hang out with other Honda people and show off their cars. As this has grown and more and more come to the UK, bringing home experiences, stories and inspiration, the European Honda community has definitely grown also.





# FEU '14

No longer do they have to come to the UK for a good event, although many still chose to and we love having them, but now they have their own! Whether it be in the Netherlands, France or anywhere across Europe, you're likely to find a large and well put together Honda event to enjoy.

With the quality of cars eclipsing those of the previous year almost inevitably and we don't see any sign of them slowing down. The work has clearly paid off, as it seems many of us are travelling from the UK to Europe as there are those travelling from Europe to UK. We'll definitely be trying to pencil in at least one trip the Europe ourselves this year and get our fix of the best goings on at these events, so watch out!





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# LESS IS MORE

Less is more. Keep it simple stupid. There is more than one saying for not going over the top with things. Building a tidy car that can take you from A to B on the daily drive, put a smile on your face during a bit of weekend cruising and pull up to an event or meet and rub elbows with scene royalty, is no exception to this rule.

It puts us in a bit of a predicament. Whilst it looks great, it gives us less to write about. Regardless, we'll soldier on, this incredibly tidy 'Teg deserves at least that... So, what to say, its white... it has four wheels... We jest of course. Whilst this car has followed the path of 'less is more' there are still plenty of things to talk about it. Firstly, how can a car so simple amount to something greater than the sum of its parts? Well, it just has 'it'. Thats all we have on the matter really. The undefinable 'it' is something that runs through all the cars we feature within these pages. Whether they're stance, race or even neither (I know, a car that is neither stance or race in 2015, blasphemy!) the one thing that runs within all of these cars, aside from the legendary H (or occasionally A I suppose) badge is 'it'. We can't explain 'it' in words, but we give a good account of 'it' in every issue.

We suspect, 'it' within this car comes from the timeless exterior look that Honda created with the Integra, combined with Francesco, the owner's eye for making a beautiful car. If you look at the spec sheet, there isn't really much to blow you away. Its well made parts, utilised to their full potential in an impeccable chassis. However, when combined, these parts add just that little extra that can take a car with less done, to a level above an equivalent car with more hours or pounds/euros/dollars (delete as appropriate) spent.

Adding a JDM front end is a tried and tested Integra modification. It usually signifies one of the early modifications over and above the 'normal' items. Whilst we love the bubble headlight version of this car, in this instance we have to agree with the decision to complete a JDM conversion. The Championship White paint, for some reason, lends itself so well to the JDM front. Removing the rear wing is also a path well travelled for DC2 owners and to even out the levels of smooth toward the front, the car has seen the liscence plate holes filled in and smoothed. Of course with a new front end, smoothed of course and 4 holes in the boot lid, the car needed a lick of paint to bring it up to Francesco's standards. As the Integra Type R comes with a trick interior, that includes black plastics, Recaro bucket seats and seat fabric matching door card trim, there really





PHOTOGRAPHY by Casper Production





wasn't much to do in this area. Adding a Nardi steering wheel and refreshing the seats and interior was all that really needed to be completed.

The DC2 is a performance vehicle and has been designed this way from the initial concepts. As such, Francesco focused around not ruining one of Honda's best handling 'driver's cars' and focused his attentions toward bettering the aesthetic, which almost every production car can do with, whilst not sacrificing the race heritage the car was born into. Although, in the interest of beauty, he was happy to sacrifice some practicality, as long as when he was on the right road at the right time, his modifications didn't damage that experience.

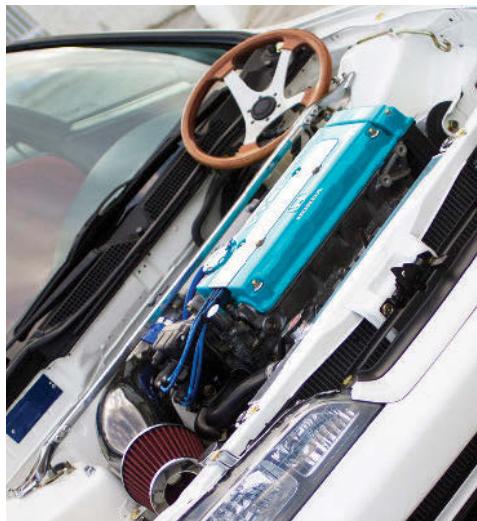
The smoothed bay is the most striking thing you see when you open the bonnet.

Having removed all the unnecessary wiring from the bay and re-routing it out of any onlookers line of sight, it makes a noticeable difference. Without fuse boxes, relays and batteries to detract the eye, it allows everyone to enjoy the beautifully engineered B18. Francesco's DC2 came with all the modern creature comforts the average buyer demands. ABS, A/C, power steering and window wipers, of course. Francesco isn't your average car buyer, so he removed them all in his quest for an ultra clean look. OK so the wipers can be added again for when it rains but ABS, A/C and power steering, whilst all serving a purpose for most, aren't actually necessary during spirited driving. Providing you know the power of your brakes and don't tend to lock up under hard braking, your next problems are far less serious, namely a slightly warmer cabin temperature and of course an arm

workout every time you parallel park or complete a (thirty) three point turn.

With the bay tidied and Francesco quietly smug that he was getting both his workout and sauna sessions in during his commute around town, it was time to add some aftermarket goodies. The timeless J's Racing intake was first and as the manifold on a B-Series is forward facing, swapping it out is as important for aesthetics as it is for exhaust gas flow. Meeting the manifold is a de-cat which attaches to the brilliant Spoon N1 exhaust system. The N1 looks great, sounds better and in true Spoon style, doesn't deafen you when you chose to accelerate past tick over RPMs.

The one thing that Francesco did want for his DC2, was a more stance focused wheel choice. I can hear the





## SPECIFICATION

### CAR

Honda Integra  
Type R

### OWNER

Francesco  
Akela Design

### EXTERIOR

JDM front end  
Removed and smoothed rear wing  
Smoothed front license plate holes

### INTERIOR

Nardi steering wheel  
Recaro bucket seats  
DC2 interior

### WHEELS

Japan Racing wheels  
16x9 ET10  
205/40/16 tyres

### SUSPENSION

BC Racing coilovers  
Front camber kit  
Rear camber kit

### ENGINE

Smoothed engine bay  
Removed ABS  
Removed A/C  
Removed power steering  
Wipers removed  
JS Racing intake  
JapSpeed manifold  
Spoon N1 exhaust

### PHOTOGRAPHY

UN1QUE Magazine  
Casper Production

shrieks and gasps from DC2 owners across the world. Relax, he still has his standard wheels for those moments when the mood takes him and he wants to stretch his Teg's legs. For purposes of stance and aesthetics however, the car now runs some 16 inch wheels that have an arch worrying 9 inch width and ET10 offset. Mating these to some stretched tyres marks what many DC2 owners would class as hell but there is no doubting it looks pretty cool. When you understand that the car hasn't been adversely affected by these additions and they are easily brought back to a more performance friendly setting with a quick pitstop, it all makes sense. Some BC Racing coilovers help both stiffen up the DC2's suspension, thus helping with cornering performance and also lower the wheels to sit tidily over the arches. Front and rear camber kits are used as much to dial out adverse camber created by lowering the car as they are to increase it for scene points.

The truth is, contrary to popular opinion, camber isn't actually the chief culprit to adverse tyre wear. In fact

many performance tyres come with a recommended camber allowance and with the correct setup elsewhere, some modest camber adjustments will in fact make little in the way of a discernible difference to tyre wear. Toe on the other hand, that's the killer. Thus when Francesco lowered his car, which in turn will affect both the camber and toe, he had his wheels aligned, allowing him to bring his camber to where he desired and have the toe adjusted accordingly, giving him a much better tyre wear and of course better handling characteristics for those moments when he puts on the DC2's running shoes and reminds everyone that this is in fact a performance car.

As you can see, we're still scratching our heads as to what it is that makes this car stand out. What that 'it' is. We don't really care if we're honest, all we know is that this car has 'it' and we can point out any car that does. Even if we don't exactly know what 'it' is. We do know however, that by not trying too hard and throwing parts at his car, Francesco in this instance has nailed 'it'. Less really is more.



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A car fan since he was of age to have a driving license, it has taken several years for the owner of this particular Civic, Jeffrey, to build up his knowledge and find out what he really likes. From the very first car, his Dad has been instrumental in his automotive decision making. Pointing him away from a French hatchback and toward a Japanese convertible for his first car is a pretty cool move for any parent. "I'm so glad my father pointed me in that direction, its why I am here today with his car and it was definitely the right decision."

Jeffrey and his father spent the next 4 years building his old car and learning the ways of the car world. Now well and truly submerged in car culture and sticking with Jap cars, Jeffrey explains, "Lots of my friends have great modified cars, even my girlfriend has a super nice Del Sol!" And with a social circle as comprehensively car focused, its no wonder they churn out great builds.

Having got into rear wheel drive Jap cars at an early age, Jeffrey stumbled into the Honda game by chance. Taking a ride in a DC5, hearing those unparalleled sounds, feeling the engine and experiencing the thrill, he knew he had to get himself one. "It was all about the sound for me. The sound of VTEC engaging and then rising with the revs. Its captured me and ultimately led to me buying my Civic."

Inspired by a spirited drive in a DC5, the plan for this car was always to take inspiration from the race world and incorporate that look into his vision, which would be used on the road. More importantly he wanted to build this car for his Dad, who sadly passed away. Having learned a lot from spending the previous 4 years building his last car with the help of his Dad, he knew that he learned enough to complete the project alone and knew above all that it was only right to dedicate it to him. After all he would likely be in a completely different place without the direction of his father.

Its not about dropping a B16 into the engine bay for this car. Its about hand picking the pride of the B16 line, in the form of the B16B from the JDM exclusive EK9 Civic Type R. This would easily missed at a preliminary glimpse under the hood, unless you see it in the spec sheet of a magazine or the owner lets you know. Of course you'll see the difference off the lights, but that slight difference in attitude toward the parts chosen is what makes this car. Using the correct B16 engine that would allow him to use a host of B16B parts, supplied by Honda, to make his own take on the JDM legend.

Taking more design cues from a Type R equivalent, many would have simply painted the body in the timeless Championship White. Not Jeffrey, this isn't an EK9 replica, but a completely unique car that has taken some inspiration from Honda's best. As a sort of homage to the legendary Civic, he treated his interior to a lick of



PHOTOGRAPHY by Ronald Veth

I built this car for my Dad  
rest in peace



an Eye For Detail





Championship White paint and left his exterior to be crafted with his unique, inherited vision.

As we've mentioned, the engine plays a big part of this car. Starting as a non-VTEC, Jeffrey was quick to transplant a specific VTEC motor that would allow him to rebuild the internals to B16B specs. However when completing the swap he noticed some onset rust and the usual unpleasing brackets and cables that were left by the production line. A feature titled 'An Eye For Detail' wouldn't be right if the owner left such things alone. Thankfully Jeffrey tackled the bay and smoothed all the panels, removed all the unnecessary brackets and tucked and hid all the items he couldn't afford to lose. Completing everything himself, down to the paint.

With his interior and engine bay both tidied up, Jeffrey was ready to start adding some parts. Some

Sparco seats with L-Tec belts keep him bolted in whilst a matching L-Tec wheel and Tegiwa short shifter help him drive the car. When sitting in the seat, you are surrounded by an APE roll cage and if lucky enough to sit in the driver's seat, you'll be surrounded by a host of gauges. Some tidy audio upgrades provide an extra dimension to that seen in most stripped out, race inspired cars and again those details flow through to matching R-Developments dashboard and door panels. If you look toward the rear of the car you will see a purple nitrous bottle, taking us nicely into the freshly painted engine bay.

If you follow the nitrous lines the length of the car, you will find yourself under the hood and looking at Jeffrey's B16 long block engine, that inside has been completely rebuilt using B16B components from the EK9 Civic Type R, accompanied by some aftermarket additions to give





the finished product a little more kick and some added safety from damage. To help feed that new engine with more air are an Edelbrock intake manifold and Blox 68mm throttle body, which have an AEM intake attached. Getting the air to fuel mixture correct is paramount and Jeffrey has entrusted this to AEM and has used their fuel pressure regulator and fuel rail. Finishing it all off are some AEM cam gears and NGK plugs. On the exhaust side you'll find a 2.5" exhaust that meets a Spoon N1 muffler, which helps in guiding the waste gases. To get that power to the wheels is an S80 gearbox with LSD, Fidanza clutch and ACT Prolite flywheel. The engine is held in the smoothed bay with some Hasport mounts and Energy bushings. From there its down to those details to make the bay look as good as it performs. A host of PasswordJDM items provide some eye catching details and Tegiwa rad hoses hook up to a Mishimoto radiator. A US Racing ground kit both earths and tidies the engine



## SPECIFICATION

### ENGINE

B16A1 long block with S80 LSD box  
Edelbrock performance intake manifold  
Blox 68mm throttle  
B16B EK9 Type-R cams, valve springs, retainers, pistons, rods, crankshaft  
AEM intake, fuel rail, cam gears, FPR  
PasswordJDM cooling plate, solenoid cover, camshaft stopper, exhaust kit  
Tegiwa radiator hoses  
U.S. Racing ground cable set  
ACT Prolite 3.6kg flywheel  
Fidenza Stage 3 clutch  
Mishimoto radiator  
Option Racing spark plug wires  
NGK spark plugs  
ACL bearings  
Polished crankshaft  
Comotec gasket  
ARP head, flywheel, coupling bolts  
K-Tuned fuel filter  
D1 oil catch can  
Hasport engine mounts  
Energy bushings  
Hel clutch cable  
Tegiwa brake stopper  
L-Tec oil catch  
QSP pipes and AN fittings

### EXHAUST

Spoon N1 2.5" stainless steel exhaust  
Toda replica manifold

### CARBON PARTS

Seibon carbon hood, tailgate, lips  
Spoon carbon mirrors  
Bomex carbon spoiler  
Aerodynamic carbon grill  
Carbon stabiliser bar  
Password JDM carbon plug cover, air back tray, petrol cover  
Carbon rear shelf, diffuser, add on side skirts, battery cover, cluster housing

### SUSPENSION & CHASSIS

D2 Racing coilovers, wishbones and rear camber kit  
Mugen front and rear sway bars  
Skunk2 front camber kit  
Wilwood 4 piston big brake kit  
JBT rear big brake kit  
Hel Performance brake lines  
XXR wheels ETO, Dunlop 195/50/15  
Blox traction bar  
Spoon lightweight wheel nuts

### INTERIOR

Sparco Pro 2000 seats  
R-Developments dashboard and doors  
L-Tec steering wheel and 5 point belts  
GRddy auto timer  
APE roll cage  
ATS water, oil, battery, air fuel gauges  
Tegiwa short shifter  
Password JDM floor mats  
Pioneer screens, subwoofer, amplifier  
NOS nitrous bottle

### EXTERIOR

PasswordJDM fog lights  
PasswordJDM green fender washers  
Wide body fender flares  
JDM head and tail lights  
HB window spoiler



whilst tidy AN fittings throughout help with the aesthetic.

With all that attention spent on the inside and under the hood, it would be a shame to leave the exterior out. Some JDM head and tail lights are nice additions, as are the PasswordJDM fog lights and fender washers. It's of course the over fenders that give the car its aggressive look and help fit the XXR wheels. Carbon fibre plays a big part in this car, so much so it has its own section in the spec! From the hood to the tailgate, front lip to the rear, mirrors to the dash cluster, even from the spark plug cover to the rear parcel shelf. Carbon details flow throughout this car and who doesn't love carbon fibre?

With all that time and effort spent on all aspects of the car, it would be a shame to

leave it sitting on standard suspension... Of course Jeffrey hasn't done this and some D2 Racing suspension components set the car, whilst Mugen front and rear sway bars keep it flat in the corners. A Wilwood big brake kit helps him stop and for that added detail, a Blox traction bar.

From the inside out, every aspect of this car has been shown some love. Inspired by his father and the involvement he had in his early car projects, there was really no other way Jeffrey could have built this car. When you can look under a car and see the same attention to detail you do when you open the door, you know you're onto a good feature car. When the owner can talk as passionately about the performance enhancements as they can the visual changes, you know all basis will be covered. An eye for detail is definitely not something this owner is lacking.





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PHOTOGRAPHY by Reelmotion Dave



NATURAL BEA



# BEAUTY

One of the few times in modern society when it's acceptable to shout, holler and wolf whistle is when a natural beauty like this passes you. We're not talking about driver Neil Holden, although we're sure he'd be flattered. Of course we mean the car. The thing about this particular FN2 is that you're about as likely to see it cruise past with the kids in the back as you are to see it hurtle past you from the

grandstand of many a UK race circuit, with the driver shortly after standing on top of the podium. That driver, as mentioned, is Neil Holden, who along with his boss; TDi North head honcho and Honda engine tuning guru, Paul West and the rest of the team, have built and raced this particular car, that Paul has still been known to mess around with on the road and picks the kids up from school in.

This particular car has been the TDi North demo car for some 8 years now. Its scary to think its been that long! Paul and his tireless team of talented tuners (that kind of rhymes!) have been using the car to try and test virtually every part that has been available for the FN2. When such parts haven't been available, they've made their own and have been instrumental in bringing many of the parts that FN2 owners enjoy now, to the market. Pairing with the great and good amongst the aftermarket parts industry. The Polybush master kit and various engine mounts for example were tried and tested, originally created and brought to market with the help of this particular car and the efforts of TDi North.

These guys don't just build and test

for the sake of it, there is always a reason. Amidst the constant stream of diverse, but more often than not Honda powered, customer cars and projects, there has to be a real driving force to allow them to devote whatever spare time they have to building their own car. A love for the performance Honda industry and racing are chief among the reasons for developing this car. Of course their efforts haven't went without reward and this car has achieved many accolades within the racing community. From race wins to Time Attack championship glory, this car has also been the poster child for various campaigns and, as mentioned, been the test bed for development. This is no small task for a car that has often been driven to and from TDi North's Warrington HQ, taken to the shops, driven to races, hammered around

track and driven home again, a little heavier with some silverware for their efforts. A testament to Neil and Ben and their talents, of which they assure me they deserve a pay rise for.

A company as highly regarded as TDi North are never shy of a few cars to test parts on. The FN2 customers came shortly after the car was available on the market and with one particular customer happy for his car to be used as a forced induction test bed, this freed TDi's own car to remain N/A, which would help in their race efforts and provide them with a great 1-2 punch of N/A and forced induction cars in their stable to work and develop. Initially developing the forced induction car alongside Comptech Engineering and their supercharger solutions and then onto their own turbo



kits which left them free to develop and test all the new N/A products coming out on this car. Meaning they could always be sure the parts and solutions they offered to customers would be based on research and not hearsay.

"We have pretty much tested every intake, intake manifold" explains Paul, "Drop in camshafts and commercially available camshafts for road/track use too. Exhaust manifolds and systems have also been mixed and matched to see what works best and crucially what doesn't work so well. Over the years we've also found ourselves so far ahead of the curve that we've ended up developing parts as solutions for problems only we had encountered through our development. With the added advantage of a 4WD dyno in house and Oulton Park being down the

road, we've been able to extensively test everything in all environments."

When you see the car on track, it doesn't take long to understand what this hard work has meant for the car where it counts. In the N/A division of Time Attack the pairing of R&D and Neil's driving ability have led to the car performing well and doing so consistently. This was no 'run what you brought' weekend track day event. This car, as a fully fledged road car, was racing and often beating more powerful, track focused cars and doing so convincingly. As an added bonus, it has shown many customers the benefits of good parts and how their combination can transform the original chassis. From the simple addition of some springs to the more adventurous geo setups and big brake kits, taking a

passenger ride has proven the potential for the package and has played a key role in many of the great FN2 builds on UK roads today. Many have been surprised and a few even sickly green, not aware of how swiftly a FWD car can navigate a roundabout.

It hasn't always been positive for the development of the car, as Paul explains. "In the early days, these cars were very much in demand. It only took a few weeks for someone to break into my house, steal the keys and make off with the car. Thankfully it was recovered that night but to my surprise I received notification from the DVLA asking me to confirm the request for an export license for the car. It seems they were attempting to steal the car to order." Not to be deterred, the next week some stickers were added to the





## SPECIFICATION

### EXTERIOR

Mugen Aero front and rear bumpers  
 Mugen Aero rear wing  
 Mugen grill and intake scoops  
 Carbon vented bonnet and slam panel

### BRAKES & HANDLING

StopTech 330mm 4 pot front callipers  
 StopTech rear discs  
 StopTech braided lines  
 Tein Flex suspension  
 Remote EDFC system  
 Full Polybush package  
 Whiteline front and rear ARBs  
 Adjustable drop-links  
 Spoon rigid collar kit

### ENGINE & PERFORMANCE

Fully rebuilt K20Z4  
 Lightened and balanced  
 Mugen HC pistons  
 Mugen HC head gasket  
 Toda FD2 oil pump conversion  
 Toda chain and tensioner  
 Valves re-cut  
 Head ported and flowed  
 Ported and flowed RRC intake manifold  
 Mugen carbon plug cover  
 Mugen fuel rail  
 Walbro fuel pump  
 RDX 410cc injectors  
 Toda valve springs  
 TDi North camshafts  
 MFactory carbon syncros  
 Wavetrac LSD  
 Competition Clutch Stage 4 clutch  
 Competition Clutch lightweight flywheel  
 Mugen short shifter

### STATS & FIGURES

270bhp and 180ftlb, 9000rpm limiter

### SHOUT OUTS

TDi North  
 Mugen Euro  
 Polybush  
 Competition Clutch

car and it was drafted in to race whilst still being parked outside Paul's house, with the keys just a little closer to his person when he went to bed.

Its not all under the hood with this car. As dealers for Mugen amongst other quality brands, they were in discussions with them early on amidst the development of the M20. Debates regarding the colour choices, especially after the launch of the red prototype, before eventually being sold in Championship White, which upset a few that wanted to chose the colour and many thought a black example would look great. As it turned out, Mugen supplied TDi North with the full M20 aero kit from the prototype, that the eventual M20 production cars never enjoyed themselves, instead having just the lower splitters, which later were also included in the M200. A still incredible, but slightly less fire breathing and insane when compared to the ultra rare M20. This kit then, has made the TDi North car, arguably more rare than even the M20

cars, especially when you consider the incredible 270BHP N/A engine that has been developed over the last 8 years. To put that in comparison the Mugen M20, limited to just 20 vehicles and being sold for in excess of £37k, if you were lucky enough to get one and of course its slightly less exclusive little brother, the 235BHP M200, which was limited to 200 units, can't come close to this. It also resulted in a fair few sales of the Mugen body panels and even more knock offs mimicking the TDi North "Mugen" FN2.

As we clamber closer to the release of Honda's next Type R, you can be rest assured TDi North will be amongst the first to get, test and inevitably tear apart and better the new rendition of Honda's long standing 'R' lineage. As such, the TDi North FN2 is for sale and given that this car has had every nut and bolt removed and in most cases bettered over it's time, this has to be the ultimate fast road Civic of this generation. It looks damn good doing it too.



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# YOUR CARS

## DIRK UITTENBORAARD S800



A Honda veteran since the mid nineties, Dirk hasn't only been a passionate fan, but also a talented mechanic, specialising in Honda cars for decades. After spending years tuning various Honda cars, he has recently turned his attentions to some of Honda's more distinguished veterans, such as this jaw dropping S800. For those not in the know, this car is

essentially the precursor to Honda's legendary (and Honda Tuner favourite) S2000. Taking the reigns as Chairman of Honda S800 club Nederland, Dirk is striving to keep as many of these great cars rolling.

Starting as a 2004 barn find, he has spent years restoring and rebuilding this example from a bare shell,



including all new engine components and parts.

"It, much like most Hondas, is high revving, making 9000+RPM easy" explains Dirk. Some additions to the car include a full respray in a not then available white, fully adjustable suspension and racing seats. We absolutely love this car and everything about it. Period!



## PHILIP BAHIA '92 CIVIC SI



Philip has a tidy 92 Civic Si with a B16a motor. The car is a daily driver and is a tidy example of what can be done within the restrictions of the daily drive. Black on black is always a good look and

we love this car for its simplicity. Philip likes to keep things looking as JDM as possible. Whilst it hasn't got RHD it does have the B16a motor, which more than makes up for it.

## STEVEN CHITTOCK EP3 CIVIC TYPE R

We really love this EP3. Taking a tried and tested Civic chassis and adding unique touches is no small task. Steven however, has tackled it with ease. Adding to the potent EP3 base with various performance and aesthetic modifications. The end

result is nothing short of jaw dropping. Silver on gold is a timeless look and adding in some carbon accents just makes it even better. The car has various performance and handling modifications to make the most of the car's given characteristics.



## JAMES TAYLOR EP2 CIVIC



James Taylor is the lucky owner of this EP2 Civic, which after his tireless work, could easily be mistaken for an EP3 by the untrained eye. His plan has always been to make a homage to one of Honda's greats, by turning his EP2 into a worthy aesthetic advisory for its big brother, with everything apart from the K20, as his insurance just didn't allow it.

James always wanted to complete a K20 conversion some day, but as he has got to a stage where everything apart from the swap has been complete, has evolved his plans as his Honda knowledge has grown. Opting instead to keep his beautiful EP2 with a 1.6 for the daily drive and instead fresh importing a DC5 for some weekend fun. Nice!

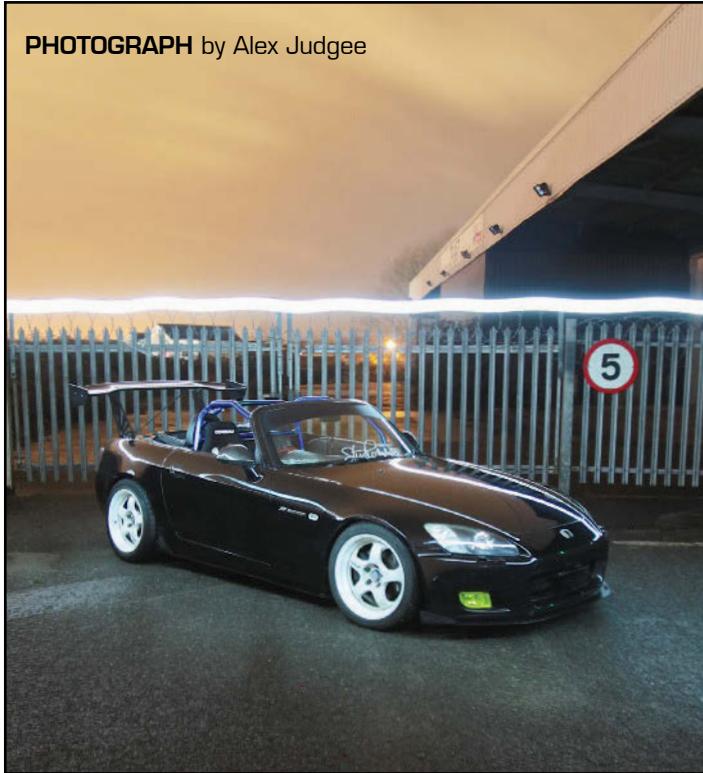
## LOGAN KENNEDY CIVIC JORDAN

Taking a race inspired rendition of one of Honda's most legendary models and modifying it further, should only really end up one way. That way, of course, is a more race focused version of the original car. This is exactly what Logan Kennedy has opted to do, as he turns his Jordan into a track car. Swapping the potent B16 for an even more impressive B18C from a JDM DC2 and mating it to various performance parts to help it operate at its best, Logan isn't messing about. Adding to the chassis with coilovers and a full geo setup, he has also added an 8 point roll cage and a Cobra bucket seat with harness. Some nice touches such as a Spoon Sports steering wheels and Rota Clubstar wheels in 15x7 add to round off the car for track time in 2015.

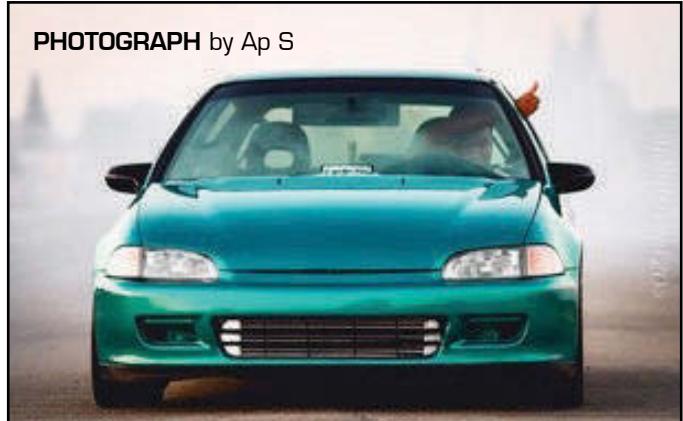


# YOUR SNAPS

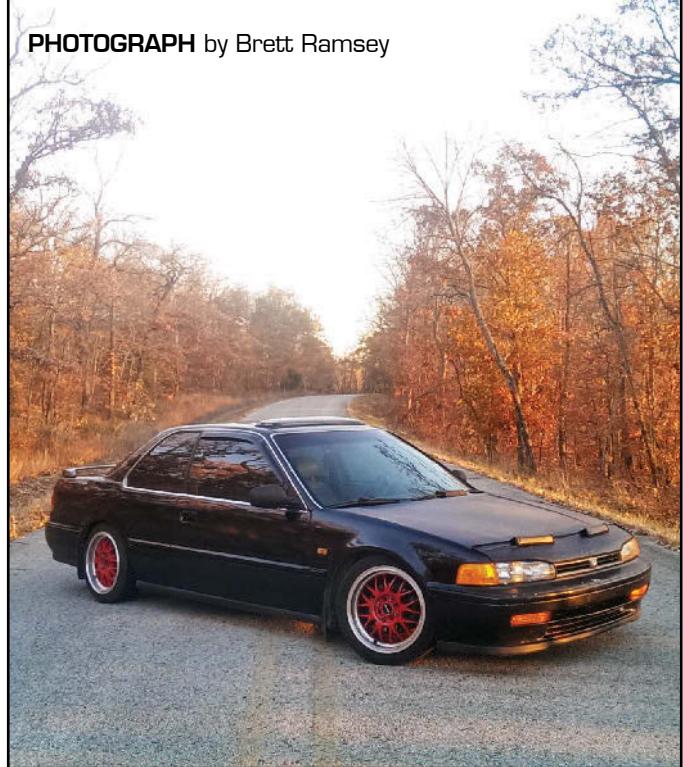
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# OUR CARS PROJECT S2K

## OUR S2000 PROJECT GETS KICKED UP A GEAR AS WE FIT SOME LOVELY ROTA FIGHTER WHEELS

Its a new year and a new start for our project S2000 at Honda Tuner. With the winter months coming to a close and the prep for the 2015 show season well under way, it really marks a time for us to step up the pace with the build and make some visible headway. Thats not to say we don't do any work on our S2000. When we look at the spec to date, it provides a real eye opener with regards to how much has been done and how far we have come.

Having said that, with items on the list including a full OEM respray and an OEM spec engine and gearbox rebuild (with Competition Clutch and Flywheel as well as a host of breathing mods) the progress isn't always visible to the naked eye, but hats about to change!

Whether you're into stance or track. Even if your car is destined to never escape the daily commute. Almost everybody will agree that wheels are the must-have modification and provide the decision that, above all other, will shape the outcome of the project in question. Of course our S2000 is no exception and with that in mind, we didn't take the decision lightly.

There are lots of great S2000 builds online and at events and with those, many great wheel choices (and not so great wheel choices) have been explored. One of the key hurdles to overcome with S2000 wheel choices are the fitment. The 5x114.3 stud pattern, whilst a staple amidst many of Honda's more performance focused cars, such as Type R variants, can leave some wheel designs out of grasp. The other key problem is that, for a rear wheel drive sports car, there isn't a huge amount of arch space to squeeze some more aggressive wheels found on many similar cars.

Thankfully the internet is a great tool for these endeavours and most fitments and offsets have been explored to a greater or lesser extent. Certain wheels will always suit particular cars. This is the case with virtually every make and model. Although a lust to be different is something that burns inside most of us and is probably why you are reading this magazine and have a passion for Honda.

One thing we knew from very early on was that our friends at Rare Rims would

have a wheel choice for us. They would also have them at a great price with many styles, sizes and colours available 'off the shelf'. Thats just the great service they provide. We did face a clear dilemma however. Two of our favourite wheel choices, the Fighter and Grid, are also two of the most popular wheels they sell.

That doesn't provide a problem with stock and if anything, it provides more available offsets and sizing options for us. What it does provide, is a problem with originality. Which is something we definitely want from our S2000. The dilemma then was whether to run a tried and tested wheel that would definitely look amazing and fit well or go for a more obscure style that may look great or leave us wanting for more.

The decision wasn't an easy one as we did want to go for something a bit different. With that said, the Fighter is definitely my personal favourite choice for the S2000 - and many other cars for that matter. It is one of the few wheels that looks great small or large, with aggressive offsets or with a more friendly fitment. It really is a very versatile wheel, as is the Grid. The heart that wanted a particular style, won over the head that wanted to be different. Although, there are plenty of ways to be different with your wheel choice other than simply the style.

Having picked the wheel style it was down to sizing. The main dilemma involved 17 or 18 inch wheels. 18 would be the choice for many, but we wanted to run a slightly more useable tyre choice and also not work the arches too much. In certain circumstances an 18 inch wheel can look great on the S2000, but without serious work, in my humble opinion, they are a little big for the chassis in most cases. Opting for the 17" wheel, we had to go a little more aggressive with the fitments.

Many opt for a fender friendly 17x8 front and 17x9 rear fitment. However, with the offsets available being more aggressive in the rear than the front this wasn't appealing for us. This may sound strange to some, but the standard S2000 wheels, whilst having a staggered fitment that leaves the rear 1 inch wider than the front, have a more aggressive offset on the front. Reports claim that this is to do with limiting oversteer,





# OUR CARS PROJECT S2K

## WHEELS & TYRES CONT'D... TOYO HOOK US UP WITH R888'S AND WE OFFER THEM UP TO THE CAR

suggesting that the front will lose traction and induce some easier to correct understeer, before the driver experiences some oversteer from the larger rears. With that said, the math on the wheels doesn't provide just as aggressive a difference as the 1 inch stagger may suggest.

Thus we opted to run even width wheels front a rear, which is nothing new for aftermarket wheels in the S2000 market. We opted for 17x9 wheels which with more aggressive offsets will provide an eye popping look. Most people run a 17x9 ET50 on the rear, but we opted to squeeze these under the front arches and add some 17x9 ET35 on the rear.

As many who have followed our S2000 build will know, we've had the arches rolled in the past and with the adjustable camber that the S2000 comes with, it allows us to dial in the correct amounts to provide the desired look with maximum drivability and the minimum in adverse tyre wear. Its all well and good talking about it, but doing it is the only true way to see if the math really adds up. So, we ordered the wheels direct from Rare Rims in a timeless bronze and when they arrived offered them up to the car. All looked good from our preliminary eye test and without adjusting the suspension, we took them back off awaiting tyres and that little touch that will set us apart and still give us that unique look even with a popular wheel choice, over and above the more aggressive fitment...

With the wheels offered up to the car and looking as if they would squeeze under the S2000's limited arch space, we couldn't help but get onto the phone with our friends at Toyo to ask their expert opinions on which tyres and sizes we should run. The choices within the Toyo range are almost endless and as they provide almost anything you could ask for, whilst still holding unparalleled respect within all walks of automotive life, we knew they had to be our first point of contact.

During the process of deciding on tyres, we had some time to ponder how we could make our S2000 and its wheel choice stand out. The plan was clear, we would re-paint the wheels in a unique colour that would make them a one off. Combining the timeless look and

fitment of a tried and tested wheel, with an aesthetic twist that would help them stand out from the crowd. We batted around various colour options and have come to a conclusion, but you'll have to wait for the next issue to see...

Next we opted to test fit the tyres to ensure that we had the correct fitments prior to painting the wheels. It involved more work and a lot of 'on again, off again' but it means that the fitment will both look superb and perform well and that our final look will be without imperfection. It is, after all, very easy to ding, dent or chip a paint finish when fitting, tightening or removing wheels from the hubs or tyres from the wheels. We have messed about with camber and adjustments to make sure the wheels will fit but haven't lowered the car that last bit just yet as this will knock our alignment out. That will come soon.

Not only does the ride height need to be accounted for but in addition, one must adjust the camber and with the tight fitment we want, caster and toe can also provide additional rubbing if not aligned correctly. When we have the wheels back from paint and the ride height lowered a bit, the car will be sent to have a 4 wheel alignment carried out, which will leave the caster and toe sitting perfect and the camber just a little more aggressive (and with similar amounts front and rear) to give us the fitment we want but the best tyre wear and contact patch from the tyre contacting the road, which in turn will give us the best performance.

As for the tyre fitment we opted for, well with some great recommendations from Toyo, we decided to run some R888's in 235/40/17 fitment. Since these wheels aren't for daily driving and will be for show and track, they're perfect for us.

We're very happy with the car and whilst we're saving that final image of the car that little bit lower and the wheels painted for the next issue, it looks great and shows that you can have a good looking wheel and nice fitment without needing too much camber or stretch.

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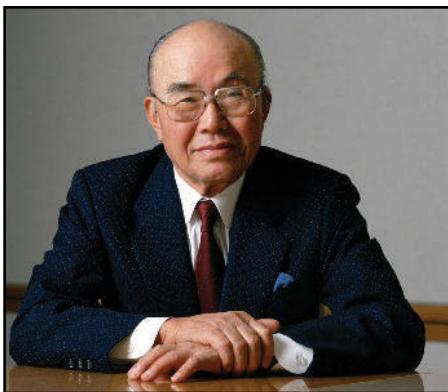


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We've all heard the saying, from Mr Honda himself, Soichiro Honda; "Without racing, there is no Honda." These have to be some of the truest words spoken in the History of our favourite brand. Whether you're into two wheels or four, land or water, Honda's involvement in motorsport is unparalleled. They built a racing lawnmower for goodness sake!!



With that said, one of the lowest moments in modern history for fans of Honda and motor racing came in 2008, when Honda announced that they would be altogether pulling their efforts as an entrant, constructor and engine supplier at the pinnacle of prototype motorsport. Of course we're talking about Formula 1. Throughout the decades Honda have been involved in many types of motor racing but in this article we're going to focus on F1.

Involved from 1964 to 2008 in various forms, the accolades are long and storied. Whilst Honda have never won the F1 championship as a constructor, their engines have been used extensively and especially between 1986 and 1991 when their engine sat on top of the constructor championship for six consecutive years and the driver's championship for five, with four of five driver's championships involving their long time partners in motor racing, McLaren. Drivers during this 'hay day' of Honda F1 include three championships for the late great Ayrton Senna and one for each of Alain Prost and Nelson Piquet. Of course Ayrton Senna holds a special place in every Honda enthusiast's heart. Given that not only does he hold more than half of Honda's F1 championships but he was also instrumental in making great the closest road car to an F1 racer that Honda ever made. The NSX.



Honda entered Formula One Grand Prix racing in 1964, just four years after producing their first road car. They began development of the RA271 in 1962, just two years after their first production car and startled the European-dominated Formula One garages with their all-Japanese factory team (except for American drivers Ronnie Bucknum and Richie Ginther). More startling was the fact that Honda built their own engine and chassis, something only Ferrari and BRM – of the other teams still running in 1962 – had previously done.



Honda have exited F1 in several instances in their history. Their first departure in 1968 the result of the death of Honda driver Jo Schlesser during the French Grand Prix. After this departure, Honda returned to Formula One in 1983 as an engine supplier for Spirit and stayed in the sport for a decade, at various times teaming with Williams, Lotus, McLaren and Tyrrell. Often times supplying engines for more than one team in a season. Between 86-92 they brought home five of seven drivers and six of seven constructors championship before their second departure. Honda-powered cars had won 71 Grands Prix, by the end of the 1992 season. At their peak (1986-92) Honda engines were considered the ticket to Grand Prix glory due to their power, reliability, sophistication and winning track record.

From 1993 to 1998, Honda's only presence in F1 was as an engine supplier through its closely related but independent partner, Mugen Motorsports, who supplied engines to Footwork, Lotus, Ligier, Prost and of course Jordan.

In 1999 Honda expected to return as a constructor, going as far as building and testing their car, until designer Harvey Postlethwaite suffered a fatal heart attack and thus the project was shelved and Honda decided instead to recommit as a full works engine supplier to BAR for the coming year.

At the turn of the millennium Honda made it's return as an engine supplier for British American Racing (BAR), subsequently leading to their buy out of the team in 2005, renaming it Honda Racing. Competing for 3 further years until 2008 when they once again announced their departure, reluctantly,

from the sport citing the global economic crisis as their principle reason. In 2009 the team, with now McLaren-Honda driver Jenson Button at the wheel, was bought over by F1 legend Ross Brawn, who continued the team as Brawn GP. They subsequently won the 2009 F1 Championship, in what was essentially a Honda car, with a Mercedes engine shoehorned in at the last moment. This was Honda's last involvement, directly or otherwise in F1.



In reality '91 was the last year of true greatness for Honda in Formula 1, at least from an overall victory standpoint, and whilst they stuck with it, on and off in various forms, for nearly two decades there after, the most recent 7 year hiatus from the sport may just be a blessing in disguise. Yes that's right, unless you've been living under a rock since 2013 when Honda gave us a 2 year wait until their plan would come into full action. We suspect you've heard that Honda are making their return as an engine supplier for 2015 with their long time partners McLaren, to form the McLaren-Honda team.



With F1 royalty once again collaborating to form a team, it only made sense to have a similar calibre of F1 driver take the reigns for the season. The lucky pair are Fernando Alonso and Jenson Button. If you've tuned into even a few minutes of F1 action in the past decade and a half you will have heard these names. The pair have brought home three F1 championships between them and hope to add to the tally under the new regime. Jenson Button has a long past with Honda, having driven for them in some form (inclusive of the disguised Honda/Brawn car in '09) during seven seasons. Since the last Honda appeared on track in '09 Jenson has been with McLaren so the fit for him in Honda-McLaren is natural. We will definitely be watching intently at the 2015 F1 season, when we have our first true team to back since we tentatively backed Brawn in '09, secretly shouting 'Go Honda' at the TV.

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